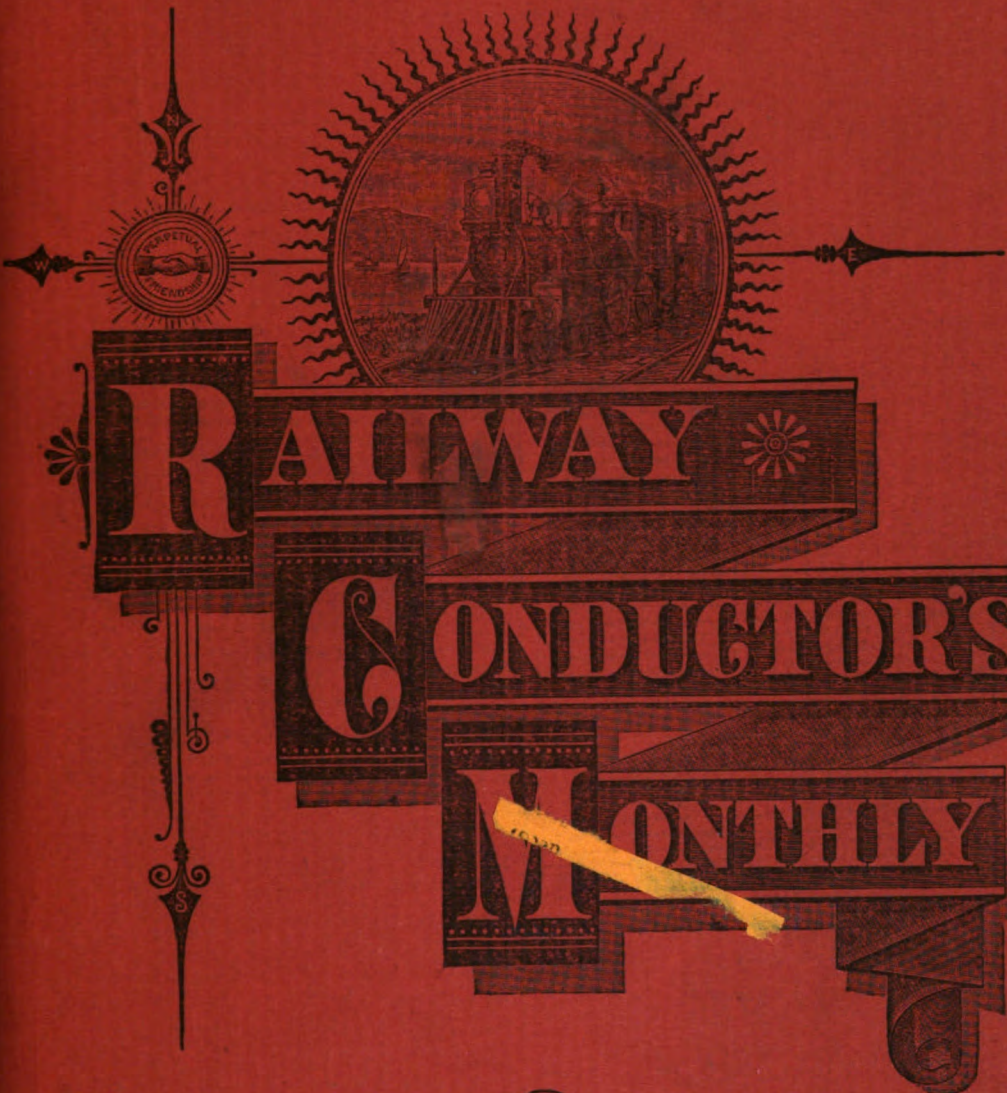


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No. 1



E. OLIN SOULE.

E. OLIN SOULE.

Was born in Otsego Co., New York, October 1, 1843. His father, Justus Soule, was an ordained minister of the gospel, of great talent, and a wide local celebrity. Coming west in an early day, with a number of relatives, they settled at Monmouth, Ill., and taking up large claims of land, saw a city built on their premises.

Mr. Justus Soule lived in different towns in the Conference, where he was sent to preach, until his death at Moline, Ill., in 1854, which cut short an active, prosperous, and illustrious career. Mrs. Soule, two sons, and a daughter, made Monmouth their home when E. O. Soule entered college, and remained until the second year of the war, then went to Iowa Falls, Iowa, and entered into partnership with an M. D. in the Drug trade. Changing partnership later on he continued in the business until the year 1872. Having held the Express office for a number of years in his drug store, he, being out of business, to accommodate a friend, who wished a "lay-off," took his place as Express-Messenger on the Illinois Central. When the regular messenger assumed his run, E. O. Soule accepted another position as Messenger on the Burlington, Cedar Rapids and Minnesota, as it was then called, and in time became a regular employee of the B., C. R., & N., following its fortunes through many administrations, for over sixteen years, rising from brakeman to the position of train master, which office he now holds. His home is at Iowa Falls where he is Eminent Commander of St. Elmo Commandery, being first E. C., and as yet second E. C. He is chief Engineer of the Iowa Falls Fire Department, and Captain of the Iowa Falls drill corps, and, like the proud and haughty Pooh Bah, can hold vigorously all the offices entrusted to his care.

HE'D PASS HER.

She (gushingly toying with his watch charm)—"Oh! you are a conductor, ain't you? Would you pass me?"

He (critically)—"Yes, I'd pass you almost anywhere I met you."—*Chicago Sunday National.*

BRICKS WITHOUT STRAW.

If it is true that demand creates supply, it is no less true that supply creates demand. We see this exemplified in all departments of business from books to patent medicine. Only let any new invention be sufficiently puffed and kept before the public eye, and curiosity, if no other motive, will insure a sale. It is not exactly in this sense, however, that the supply of bricks are made without straw creates the demand. It is the daily-furnished proof that very excellent bricks can be made without straw, which causes a world cruel, exacting, or at least thoughtless, to continue to demand that they should be. Who can trace back to its source the confusion, by reason of which one-half of the world is doing the work of the other half, in addition to, more often, to the detriment of its own? Doubtless the original scape-goat has had some slight agency in the matter, but one could easily imagine that the putting of round pegs into square holes, and its complimentary error first began to be seriously felt after the confusion of tongues that unable to remonstrate intelligibly, the weaker submitted to the stronger until custom, that mightiest of potentates, made remonstrances useless by the time the different tongues had sorted themselves out. But our sympathies for the real victims, those who, perforce, keep up the many round of distasteful duties, is perhaps unconsciously as well as unjustly weakened by the numberless cases of those who victimize themselves, who because brick-making is a profitable or respectable business, continue in what, to them, must ever be dogged drudgery, rather than frankly admit their want of material for the work.

Perhaps this weary and wearisome class receives the largest number of recruits from two professions—authorship and divinity. And here comes in the difference between the brick that will sell, that although made with stubble can be coaxed into shape and turned out with an exterior at least reasonably fair and the genuine article made with straw. We should like to know more of the particulars of the experiments made by the Israelites, as at the present day quantity seems to have been valued above quality, and so they but completed the “tale of bricks” within the given time, their task-master seemed to care little whether straw or stubble was used. For this class of voluntary victims, little or nothing else could be done while human nature remains what it now is. Men who might make good shoes, will persist in making poor sermons; and women who might make good bread, will continue to bemoan their hard fate in poor verse. The verdict, in spite of much real suffering, for imaginary suffering is often the most cruelly real to the suf-

ferer, must still be, serves them right. But of that other class, what shall be said? Alas, my brothers! The firm and thorough mind chained to the commonest drudgery, as it too often is, must still be firm and thorough. And who will believe that work so well so masterfully done is not the work which this man was meant to do? Alas, my sisters! The sense of fitness, the love of the beautiful, the vivid imagination, which were given to make lovely more lives than one, sink down into neatness, taste and skillful cookery. Of these bricks what shall be said? Is it stubble that supplies the place of the lacking straw? Would rather that it were. A handful of brain power, this brick must be finished; a bunch of quivering nerves; the task-master; the task-master approaches. But how is it no wail is heard, that no entreaty for mercy stops the pitiless demand? A sense of duty seals the mouth of one. A hapless feeling that all remonstrance is useless stops the indignant protests of another. And the few that do cry out, how does the world use them? Various if the cry is feeble wailing in a minor key, it may have power enough to excite contempt; if it is strong and agonized, censure of the severest kind. That there are circumstances under which submission is plainly the only duty, no reasonable being will dispute. And here is the vexed, the never-answered question, What amount of discouragement, of opposition should be resisted, and what amount should "we take as sign" that we deem our special talent or calling is only a snare and a delusion to be kept in check like any common temptation? There is a saying of the autocrats which, while it reads well, "does not bear investigation." It is that about the small potatoes going to the bottom, and from having profound faith in it, I have come to class it with "glittering generalities." It is not only the small potatoes which long and persistent jolting will finally bring down, it will reduce all to their lowest attainable level. We talk as if all truly great minds—great in any sense—could achieve their full greatness in the face of the most adverse circumstances, but a small leak will sink a great ship; enough water will quench the fiercest fire, and no one can live under the exhausted receiver of an air-pump. The want of congenial associates of pleasure to warm and brighten the cause of events, to awaken the sad and weary heart and mind, has doubtless changed many a bright intellect into a dull machine, or worked out the time worn smile of the sword and the scabbard. If there is a great power of brain, or will, or both, it will work a channel for itself through flinty rock and choking sand, but at what expense the morbid books of Charlotte Branté and other less gifted sufferers too plainly show. The pebble in the streamlet scant has changed the course of many a river; and shall

we say that the mighty rock in the broader stream will have no effect? True, the stream may be diverted into many small channels of usefulness, instead of broadening, deepening and becoming a thing of beauty and a joy forever. This one may turn a mill; that one work a factory and the smaller division run through a farm to the satisfaction of farmer, cattle, ducks, geese and vegetation. There is a third class of these luckless brick-makers which is little to be pitied, if at all, because it is unconscious of its servitude. Concerning these the pity should be reserved for their oppressors, who blindly exact a lower sort of work, where, with far less exaction, they might obtain a higher; and for contemporaries, who lose in literature, art, science or music, as the case may be, rather more than they gain in mechanical head-work or manual labor. Let us at least be thankful that of all the many laborers, a few are unconscious of the hardness of their fate, a smaller number still using that fate with a nobility which will enable its design of making them "perfect through suffering" to be fulfilled. Let none meekly complain of this toilsome lot. All may have the saving "clause," which make drudgery divine. We never know at what moment the stern test may be removed, if not by life, perhaps as kindly by death. "Having done all," we can but "stand." And who has done all? Not one in a thousand of all the victims of misunderstanding. The moments wasted in repressing, might surely with safety be devoted to the unearthing of the real or fancied talent. Thought is free, and many a heavy hard task can be lightened by cheerful measures in the mind, if we have or think we have a talent, let us use that talent to the best of our ability and take courage, following the example of one who, under the most trying tests, surrounded by the "severest" adverse circumstances, "took courage." Nor while we do so, let us neglect the "bricks." Who knows what he is building? Did the overworked slaves who built them dream of the years through which the pyramids could stand? The riddle of our lives must be solved. Whether through drudgery or work of our own choosing; whether we stand in a goodly heritage, or work "in weariness and painfulness," through "watchings and fasting," and it is the weary watcher who can tell the careless and slumbering people, "What of the night." Yes, watchman, what of the night? Life is short, and of its vicissitudes no one can predict, with certainty, of its close. No one can say that genuine bricks can be made without straw.

W. S. S.

TO BROTHER E. H. B.

Dear Erwin, when into the Scribe's hands you fall,
They publish your "photo," smiles, wrinkles, and all ;
Your autobiography to it attach,
From the soles of your feet to your frost covered thatch.

Long, long may you live, to deserve all the praise
That the *scribe* lays upon you, from the first of your days ;
May you "laugh and grow fat," for fifty years more ;
And friends add to friends, as you lengthen the score.

May honor be yours, may no grief e'er assail
As you journey through life o'er the far stretching rail ;
With a kind word for all, be they merry or sad,
With a hand to assist, and a heart to make glad.

When the "Chief" of the Universe calls you at last,
May we know that the "Test" you safely have passed ;
May the gates of Perpetual Friendship" swing wide,
As you enter therein to forever abide.

C. H. PETERS.

Sharpsville, Pa., Oct. 10, 1887.

*THREE THOUSAND FEET ABOVE THE NORTHERN PACIFIC
RAILWAY.*

The town of Granite, Montana, is nine thousand feet above the sea, and distant from Drummond, Montana, twenty-six miles. Perched like an eagle's eyrie, amongst the clouds, Granite has much to interest the visitor.

Leaving Drummond in a first-class passenger train, in charge of Bro. George Hall, we climb a canon until Phillipsburg is reached, the end of the Drummond and Phillipsburg Railroad. High up the mountain some smoke is visible, and we were told that was Granite. We asked how we could get there. Why, drive, of course. The stoutest heart trembled at the mere thought of what would happen should the horses shy. On one side bare steep rock and on the other a yawning gulf, down hundreds of feet, the road a mere shelf hewn in the side of the mountains. After an hour's perilous drive Granite is reached, and in spite of the fact that one is in the midst of a bustling lively mining camp, a feeling of loneliness involuntarily creeps over us. Far below, through tangled masses of trees and jagged peaks of rocks, clouds are seen floating gently through space, and one can easily sit down and putting his hands over his ears, to dull the thud of mining machinery, can easily imagine himself in the realms of the beautiful beyond. A walk around will soon remind him that he is dreaming only. On every side

can be seen evidences of the fact that one is in a mining camp, and an old-time lively one too.

Here are located the works of the Granite Mountain Mining Company, a concern whose shares once sold for fifty cents each, and are now scarce at fifty-eight dollars. It has four hundred men on its pay rolls, and ships sixty-five thousand dollars worth of silver bullion weekly. Being the fortunate possessor of a letter of introduction to the General Assistant Superintendant of the mine, Mr. Harry P. Clark, to whom I am much indebted for courtesies rendered, I was shown where silver ore is found, and how crushed and converted into silver bars.

Passing through the engine room where a splendid engine of six hundred horse power works away with no more noise than that of a sewing machine, I was ushered into the shaft house. With doubting heart and inwardly wishing I had paid that last assessment of four dollars, so as my wife would feel easy when she heard what had happened to me, I got into a four-by-four wrought iron cart. A gong sounded and I dropped into space, and soon I concluded I had dropped into eternity. Down, down, in darkness like that of the grave, I dropped with heart so heavy that I imagined myself the hammer of a pile-driver, dropping down guides a mile in length. Finally I stopped, still alive. Relaxing my vice-like grip on the edge of the cart I very cautiously climbed out and peered around. Some ghosts seized the cart and disappeared with it and left me standing alone, and for worlds I would not have stirred without the friendly cart to hold on to. A ghoul finally approachen through the darkness and dripping water, and inquired what I wanted. Edging away from him and mentally wishing I had a "44 Colt's," I told him Mr. Clark had sent me to see the ore got out. Taking a safety lamp he led me off through a long corridor, at the entrance of which I glanced and involuntarily repeated the lines occurring in "Dante's Inferno,"

"All hope ye abandon who enter here."

My ghoulish looking guide, who I had by this time sized up and concluded I could best him in a fair contest, seemed to be remarkably polite. Forgetting for a moment that he and I were both of the earthly species, I asked where he lived before he got here. He said in Ohio. The muffled roar of an explosion and some pieces of rock striking the side of the cavern just in front of me recalled me to the fact that I was in a dangerous place; so, after seeing a lot of ghouls busily engaged in filling carts with wet black rocks, I mentioned that I wished to go. My guide assented and I followed him, and shortly reached the surface, and found myself blind; and on regaining my usual vision I was shown through a mill where thirty silver stamps were pounding away with a deafening

roar. The next move was through the Company's office, and in a large vault there was over half a cord of silver bars, each weighing one hundred and forty pounds, and valued at seventeen hundred and forty dollars each. How much was the half cord worth?

Forty cords of wood are consumed daily in the Granite mill, and the wood is brought in on mules' backs. Four mules bring one cord of wood every trip. A man rides a fifth mule and loads and unloads the other four, who precede him down rocky narrow paths, and along narrow ledges overlooking yawning chasms. "Fools rush in where angels fear to tread," and the patient, long-suffering mule trudges down the most dangerous paths without the slightest sign of fear, if one can judge from the placid look of his docile features, and the graceful droop of his beautiful pink and white ears.

After a perilous descent of eighteen hundred feet in four miles (and also in a wagon without any springs), Phillipsburg is reached. Two hours later and the main line of the Northern Pacific is reached, and all too soon the dull routine of every day business begins.

J. B. ROBINSON.

Anaconda, Montana.

MR. AND MRS. ERWIN S. JEWETT'S SILVER WEDDING.

On Tuesday evening last Mr. and Mrs. Jewett celebrated their twenty-fifth wedding anniversary at their home on the Westport road, south of the city. The entertainment was a most delightful one, with a full orchestra in attendance, and a magnificent supper was served in a manner that would be hard to excel. A great many friends were present, the list being entirely too long for the space at our command.

In the absence of a clergyman to perform the marriage ceremony, Colonel D. S. Twitchell made a brief address, referring to their childhood days in Vermont, which was also the native State of Mr. Jewett. After paying Mr. and Mrs. Jewett a very pretty compliment, he read a tribute letter from Colonel A. C. Dawes, of St. Joseph, Mo., in a most impressive manner, as follows:

"ST. JOSEPH, MO., Nov. 27, 1887.

My Dear Jewett:

I have before me your kind invitation to be present at your twenty-fifth anniversary of marriage. It calls to memory most pleasant recollections of my advent to the West in railroading in 1868. I remember well with what kindness and courtesy you received me at Kansas City, felt strange and in a strange land to me, your words of encouragement,

your prophecies of the future growth of Kansas City, impressed me strongly. After concluding to remain there, I found myself located at the same hotel with yourself, wife and curly-headed boy. I soon realized your constant attention and devotion to business. I saw the deep interest you felt in your little family, and when in after years you told me you were doing everything to educate your children, it was plain you would succeed in your prospects of life.

Your excellent standing with railroad officials has been such that you should be proud of it. The confidence of all the managers of the lines you have so earnestly and successfully looked after in Kansas City for twenty years or more, with the confidence of your good citizens, should repay you for your labors.

Yourself and good wife are still in the prime of life, and I wish you many, many years of health and happiness, and sincerely hope, when tired of active labor, you may both live peacefully surrounded by the children you have so carefully nurtured and educated. I should be most happy to renew the youth of twenty-five years ago with you on this occasion, but business engagements at that date I much fear will prevent. With sincere regards to yourself and Mrs. Jewett, also to all the old timers present, believe me ever your friend,

A. C. DAWES."

One hundred and seventy letters of regrets were received, principally from non-residents. One in particular that the railroad fraternity would appreciate, was received, which read as follows :

"OLATHE, KAS., Nov. 29, 1887.

Mr. E. S. Jewett, DEAR SIR :

Your invitation received to-day,
For which accept my thanks ;
My kind wishes I also venture to send,
Since my presence is a blank.

May the journey of life be always smooth,
As you both travel through it ;
And Miss Cox with pleasure remember the day
When she became Mrs. Jewett.

Of course she will, since "railroad wars,"
Are all you know how to make.
In domestic cyclone she has only to say,
"Mr. Jewett, put on the air-brake,"

That command obeyed, the instant it's made
The sun shines out resplendent ;
And the fortunate man is "always on time"
When his wife is the "general superintendent."

Your children, too, no doubt are blessed
With a mother's love so rich ;
And a father always so tender and true,
And who never "misplaced a switch."

No "wrecks," no "transfers," since love is the motor,
I apprehend nothing terrific;
And hope the end of your life may be
Smooth as the Missouri Pacific.

Yours respectively,

MR. and MRS. F. R. OGG."

The affair was one long to be remembered, and many were the wishes that Mr. and Mrs. Jewett might celebrate their golden and diamond wedding.

A CONDUCTOR KILLED.

HE SACRIFICES HIS OWN LIFE TO SAVE A WOMAN AND HER CHILD.

One of the saddest accidents on record occurred in this city about noon to-day. A young man, in the full vigor of manhood, the husband of a loving wife and the father of three darling children, sacrificed his own life to save from a horrible death a woman and her little baby boy. The victim is Michael Hammond, for many years an employe of the D. & H. Company, first as brakeman, but lately as freight conductor and extra passenger conductor. This morning his train left Green Ridge as usual, about 11 o'clock, and proceeded without incident until it arrived at a point this side of Parsons, nearly opposite the Hillman vein breaker. Here a few cars were being put upon a switch, and as the train was backing up Hammond noticed a woman and a little boy on the track, directly in front of the moving train. He yelled to them to get off the track, but the more he yelled the more bewildered they appeared to become. Finally Hammond jumped from the caboose, ran along the track, and seizing the woman and child, pushed them off the rail, but in doing so he staggered back and was caught by the wheels, thrown under the cars and instantly killed. His body was badly mangled. The remains were gathered up and placed in the switch-house, after which they were removed to the late home of the deceased.

Michael Hammond was a popular, industrious and estimable man, about thirty years of age, and well known to railroad men generally. He resided at Miner's Station, and leaves a wife and three small children. He is a brother-in-law of Owen O'Neill, of this city. His sudden death will be very much regretted by a large circle of friends and acquaintances.—*Leader*.

THE NEW UMPIRE.

If you have met Charley Munger lately you must have noticed how old and care-worn he is getting to be. He used to be the brightest fellow in Trotterville and popular, too, but lately nobody seems to speak to him and there is little left of his old geniality.

"Charley," I said to him the other day, "what is the matter with you?"

"Oh, nothing," answered Charley dejectedly.

"Nonsense," I replied, "there is something wrong. What is it? Anything I can help you about?"

"Well," he said with a sigh, "it isn't anything serious. The trouble, if it can be called trouble, dates from the formation of the Trotterville Baseball club."

"Why, I thought you were active in getting up the club?"

"So I was; so I was. It's a good club, too, but you see I don't play and I am the umpire and"——

"I see how it is."

"Yes, that's what's the matter. I don't seem to be able to please anybody. They are all down on me."

"Look here," I said, "I know a fellow in Detroit that used to be a league umpire. Let me bring him over. He is a little fellow, but I don't think they will growl much at his decisions."

Next day I met Bill Higgins and asked him to come over to Trotterville and umpire a game, and I posted him on the kind of kickers the Trottervillians were. Higgins is an Englishman, who used to be one of the cowboys in Buffalo Bill's Wild West show, but, for some reason, Higgins did not care to go back to England with the company, and so is out of a job just now. Bill used to do the fancy shooting and some of the lasso exercises, and is a tough customer.

When we got to the Trotterville grounds the game was in progress and Charley was umpiring.

"One strike!" he cried, as the ball came over the plate.

"What's that you say?" cried the captain of the ins, as he marched up threateningly to the umpire.

"I said a strike."

"That wasn't a strike; the ball was below the knee." This statement was loudly corroborated by the man at the bat.

"Well, I thought it was a strike," said the umpire.

"It wasn't all the same," the ins were unanimous in saying.

"All right. Call it one ball, then."

"What's that! what's that!" yelled the captain of the outs, as he marched from the field.

"Oh, come now, go on with the game," said the bewildered umpire.

"You said a strike," shouted the out captain, "and, by George, you've got to stick to it."

"Not if he is wrong, as he admits," said the in captain."

"Wrong nothing. It's a strike. He said so. Hang such umpiring."

"See here," said the umpire, anxious for peace, "let's call that off and begin again."

After some grumbling this was agreed to, and the game went on. The man at the bat hit the ball and ran for first base. The ball was very cleverly stopped by the second baseman and thrown to first, ball and batsman getting there about the same time. The umpire had run down to first and stood there with indecision. "Darn if I know which it is," he said helplessly. There was a howl at this remark. "He's out!" yelled the outs. "Safe! safe!" shouted the ins, all gathering around the first base. There was a wild wrangle between the two captains, and when they turned to appeal to the umpire they found that that individual had taken the opportunity to get over the fence and go home.

"This gentleman," I said to the two captains, "was umpire in the league last summer. Perhaps he would see the game through for you." They united in inviting him to take the vacant post and he consented. The new umpire threw off his coat and unwound from his body a long thin rope which he flung on the ground. Then he tightened his belt and said: "Toss that ball here."

The pitcher tossed the ball to him.

"That ball's no good," said the new umpire.

"What's the matter with it?" growled one of the captains.

"Well, it's no good. That's what's the matter with it."

"Well, we ain't a league club, and we can't afford no dollar an' a half balls on this ground," said the captain, somewhat cowed by the resolute demeanor of the little umpire.

The umpire flung the ball into the air, then putting his hand to his hip, pulled out a big revolver and fired as it came down. The baseball flew into a dozen pieces. There was a cry of amazement and dismay. They had no other ball. The umpire went to where his coat was lying

On the ground, brought from the pocket a familiar red labeled box, tore it open, took out a new ball and tossed it to the pitcher.

"There," he said, "I'll make you a present of that one. Now, then, play ball."

Up came the ball.

"One ball!"

Up it came again.

"Two balls!"

"Three balls!"

The pitcher took a fresh hold on the ball and rubbed it in the sand.

"Four balls!"

Next time the rattled pitcher flung wide of the plate.

"Five balls. Take your base."

The batsman dropped his club and trotted down to first base. The captain of the outs came marching towards the umpire, mad clear through.

The umpire at once put his hand to his hip and cried:

"What are you coming out of the field for, sir?"

"I—I—I want to speak to the pitcher," said the captain.

"All right," said the umpire, "be quick about it."

They conversed for a moment, then the captain said: "I suppose I can change pitchers?"

"Yes, if you have another pitcher in the field."

The pitcher was sent to center field and the center man went in the box. He pitched a slow and curveless ball, but it went over the plate every time.

"One strike!"

"Two strikes!"

"Hit at it!" said the in captain.

"Three strikes!"

"Four strikes. Striker out."

The in captain strode up to the umpire.

"See here," he began.

"Well, what is it? Nothing against my umpiring, I hope," said the umpire, reaching down and taking a villainous looking scalping knife out of his boot leg.

"Oh, no," faltered the captain, with a wan smile. "I was going to say that he's a daisy pitcher, isn't he?"

The next man was at the bat, and as the pitcher threw the ball the man on first base tried to steal second. It was a close call, but the

umpire shouted "Out!" Meanwhile the man on third got home. Two men were out. The in captain was boiling with rage, but he thought better not to protest.

Jack Haggerty was at the bat.

Jack was a slugger, and the captain told him to send the ball over the back fence.

"One strike!"

"Hit it, Jack; hit at it," cried the in captain; "he'll call strikes on you, anyhow."

The umpire darted a look at the captain, but said nothing.

Next time the ball came up Jack hit it a sounding clip that sent it spinning over the third baseman's head and along the foul line.

"Foul!" cried the umpire.

"It's not foul," cried the captain; "run, Jack, run."

Jack dropped the bat and ran like all possessed.

"Come back," yelled the umpire.

"Run," shouted the frantic captain; "make it a home run, Jack; they can't find the ball."

Jack sped along from first to second base. The umpire picked up his coil of rope and went down by the pitcher's box.

"Come back," he said.

"Don't mind him, Jack; it's a home run."

As Jack legged it wildly between second and third bases the umpire flung the lasso and then braced himself back.

The rope tightened. Jack sprang into the air and fell on the turf.

The umpire walked toward the home plate, dragging the struggling player along after him. Jack wildly tried to release himself from the lasso as he rolled over and over in the wake of the umpire. When the latter reached the home plate he pulled in the rope, hand over hand, as easily as if he had a small fish at the end of the line instead of the slugger of the Trotterville nine.

"There," he said, as he landed him covered with dust on the home plate, "when I tell you to come back, you come back."

The umpire put the knife between his teeth as he loosened the lasso from Jack. Jack dusted himself off and said nothing. The knife was slipped in the boot again. The umpire held the coils of the rope and turned to the captain:

"Apologize!" he said, swinging the noose.

"I do," briefly replied the captain.

"Play ball!" said the umpire.—*Luke Sharp, in Detroit Free Press.*

LADIES' LITERATURE.

WAITING FOR MOTHER.

The old man sits in his easy chair,
Slumbering the moments away,
Dreaming a dream that is all his own,
On this gladsome, peaceful day ;
His children have gathered from far and near,
His children's children beside—
And merry voices are echoing through
The "Homestead's" hall so wide.

But far away in the years long flown
Grandfather lives again ;
And his heart forgets that he ever knew
A shadow of grief and pain ;
For he sees his wife as he saw her then—
A matron comely and fair.
With her children gathered round his board,
And never a vacant chair.

Oh ! happy this dream of the "Auld Lang Syne,"
Of the years long slipped away !
And the old man's lips have gathered a smile,
And his heart grows young and gay.
But a kiss falls gently upon his brow
From his daughter's lips so true,
"Dinner is ready, father dear,
We are only waiting for you."

The old man wakes at his daughter's call
And he looks at the table near—
"There's one of us missing, my child," he says,
"We will wait till mother is here."
There are tears in the eyes of his children, then,
As they gaze on an empty chair ;
For many a lonely year has passed
Since "Mother" sat with them there.

But the old man pleads still wistfully :
"We must wait for mother, you know !"
And they let him rest in his old arm chair
Till the sun at last sinks low ;
Then, leaving a smile for the children here,
He turns from the earth away,
And has gone to "Mother" beyond the skies,
With the close of the quiet day.

MONTGOMERY, Ala., Aug. 30, 1887.

EDITOR MONTHLY:—The MONTHLY comes to us bright and clean each month, and we are surprised that the Ladies' Department does not cover more space than it does. Is it your fault, Mr. Editor, or is it the fault of the ladies—wives, daughters and sweethearts of the members? Can it be possible that the ladies are not interested enough to contribute a mite to its success and the entertainment of its patrons? All should be interested in the Order and its various departments, and more particularly the Insurance and the MONTHLY. Ladies, look at the assessment notices, and on the last two we find payments made to Mrs. Chase, Mrs. Hall, Mrs. Tilden, Mrs. Malonzo, Mrs. Burns, Mrs. Walker, Mrs. Shea, Mrs. T. J. Walker, Mrs. Gilbert and Mrs. Burrus—ten in all, and a total of \$25,000 paid to widows. Can't we afford to be interested in this Order that provides bread for us and our children? Ladies, let us all take more interest in this noble association. Write a line for the MONTHLY, and if the editor don't put it in we will get interested in him. Let us help to make the Order ourselves and all concerned better by our acts. Truly,
B.

WHEN THE LETTERS FAIL.

A mother sadly says, "Good bye,"
To her boy when leaving home care,
Seeking, at large, his fortune to try,
Eager life's burdens to share.
She maintains hope so long as she hears
Regular, though scant, news by mail;
But uncertainty redoubles her fears
Finally, when the letters fail.

Impatiently does the lonely wife
For the lagging postman wait,
Hearing his knock imparts new life,
"There is news from her absent mate."
Though absent, is she happy still,
By faith does she yet prevail,
News from him strengthens her will,
There is sorrow when the letters fail.

The maiden, shyly, fondly, reading
Her sweetheart's daily effusion,
Allows the time to go unheeding,
Nor dreams there is aught of delusion.
The hours filled with joyous song
Soon lengthen, cheeks grow pale,
"Swift passing time but drags along,"
She will say, "when the letters fail,"

As absent ones through the world roam,
Many times, in their roaming, will pause,
And sigh for a letter from home,
When they cease, would fain know the cause.
Always "nothing; nothing for you!"
To the query for them "if there's mail?"
Brings "a choke in the their voice," in their eyes dew,
Not unmanly, when the letters fail. S. E. F

SOCIETY AND FASHION.

Love's the same in every clime,
Realm and nation, true and time.

And its sameness lies in this
That it giveth pain and bliss.

Pain that's bliss and bliss that's pain,
Mingling both like drops of rain.

Morn that's night and night's that morn,
Both a flower and a thorn.

Sweet and bitter, bitter sweet,
Line where joy and sorrow meet.

—*Geo. W. Crofts, Council Bluffs.*

HIS BABY WAS DEAD.

The jolly conductor had been laying off for a few days, on account of sickness at home, but one day he appeared on his train, looking pale, and the brakeman who had run with him for years, knew the conductor's mind was away at the bedside of his sick baby. With punch in hand, and his heart in his throat, the conductor entered the smoking car, and said, "Tickets," in a voice not at all like its usual sound. It was more like an appeal to the Heavenly Father to watch over the baby at home. Four drummers were sitting together in two seats, all good friends of the conductor, and as he took their thousand mile tickets to punch, one said, "Old man, you were up late last night. Beware of the wine cup," and he laughed, and the other boys laughed, and the conductor tried to smile, but he couldn't. Another drummer who had traveled with the conductor for years, and loved him as a brother, thinking he was a little off, said, "O, boys, wait till he goes through the train and collects a few cash fares, and he will brighten up. Then I will tell him the last story," and they all laughed at their old friend, and he punched the last of their tickets and went on with a forced smile, and as a teardrop rolled down his dark cheek the boys thought he had a cinder in his eye. The last drummer slapped him on the arm and said, "Come back soon to your own chickabiddy," and as he went out of the car a laugh arose, and he stood on the platform a minute because he felt faint, and then entered the other car.

He knew almost every passenger, and on any other day he would have been proud to have them speak to him as they did, and chaff and

joke, but that day every word seemed to be a bullet. He was present in body, but his mind was far away, and when he put a check in the band of a lady's turban hat, instead of putting it on the window, and she blushed, and the passengers laughed, and thought he did it for a joke, but it was because he did not know what he was doing, his mind being with the sick baby at home. He hurried along, and a lady with a little three-year old girl was next, a child just the age of his sick one. The mother had thought it would please the conductor to let the child hand the ticket to him, and the little one had the ticket in its fat hand, and was shrinking back behind its mamma, trying to muster up courage to hand the ticket to the big conductor, who had often held her in his lap when she was on his train, when he would laugh so hearty that the child would be surprised, and he would tell her of his little baby at home. The child peeked around mamma's shoulder, and saw the conductor before he saw her, and he looked so changed and sad that the little one opened her eyes in wonder, and handed up the ticket carefully as though he would bite, and when he saw her he almost fainted, and when she said, "where's 'oor baby," he thought his heart would jump out of his breast. The tears run down his face and he whispered, "she may be dying now," and as he went out on the platform at a station he felt that it would almost be a mercy if the train would run over him.

He went in the car and finished his work, and returned to the smoker and sat down in the end seat, then got nervous and went in the baggage car, passing the large-hearted drummers, who were full of fun and wanted him to be, and they said, "Come, old boy, and sit down here and have a smoke," but he said in a husky voice that he hadn't time, and as he went out the door he braced up enough to turn and smile at the boys through the window and throw a kiss at them, because he didn't want them to think he would go back entirely on old friends, but when he got in the baggage car and sat down in a chair, he looked like a man that had lost every friend. At the next station a woman with a little girl was cross to the child, and jerked it along by the arm, and he snatched the little one from the mother and tenderly lifted it on the car, and the mother looked indignant, and she got on the car and pushed the little one along the aisle, and set it down in the seat as though she would like to break its bones, and the conductor looked at her as though, if she were a man, he would everlastingly wipe the platform with her. He got on the car in the rear of the smoker, that time, because his old friends, the drummers, were so thoughtless of his feelings. He did not realize that they were unaware of his sorrow. Every kindly expression from the passengers seemed to him like an unfeeling remark, and he

would have given a month's salary to have been at home, or anywhere that anybody felt as bad as he did.

At the next station he got a dispatch, and his hand shook like a leaf, and he dare not look at it out doors, but he went in the smoker and sat down in front of the drummers, and opened the dispatch, glanced at it and put his head on his hand and leaned his elbow on the window. The boys looked at him and one said, not thinking that anything had occurred more than the usual order to hold the train for another to pass, "Hello, the old man has got his discharge. O, I have been expecting it since he collected that twenty cents from the tramp last week and knocked it down." Then they laughed, and one of the boys touched the conductor on the shoulder and said, "Never mind, old boy, us fellows will see you through. We will get a sample case for you to carry." The conductor reached the dispatch over to the traveling men, and said "read it," and the friend read, "Your baby is dead; come back on No. —. Give your train to your head brakeman." It was signed by the division superintendent. The four pair of eyes that read the dispatch had tears in them, and the four throats choked up so it was a minute before anybody could speak, and then one of the boys went and sat down by the conductor, who was crying like a child, and said, "Old friend, all of us have babies at home, and not a one of us would have joked you had we known your sorrow. Forgive us, old pard."

The conductor said it was all right, and he knew they pitied him, but it had almost broken his heart to have them talk so, and he went in the baggage car to prepare to leave the train at the next station. As he left the train four large-hearted drummers, who looked as though they, too, had been bereaved, shook hands tenderly with the conductor, and bid him good bye, and then went in the car and agreed that they couldn't be too careful about their levity, and their thoughts were all the afternoon with the stricken conductor and his dead baby. When the brakeman went through the train with his pale face and took tickets the passengers knew something had happened, and to every question he said, "The conductor's baby is dead and he has gone back," and then every passenger looked as though it was a funeral train, and a hundred hearts felt sorry for their old friend, and none more so than the hearts of the drummers. At the funeral there was a bank of flowers that almost covered the little coffin, which come by express from two hundred miles away, and the conductor will always believe that the flowers came from the drummers, and he is right.

RAILWAY CONDUCTORS' MONTHLY.

DRUNK IN THE STREET.

"Drunk, your Honor," the officer said;
 "Drunk in the street, sir," she raised her head.
 A lingering trace of the olden grace
 Still softened the lines of her woe-worn face.
 Unkempt and tangled her rich brown hair,
 Yet, with all the furrows and stain of care,
 The years of anguish and sin and despair,
 The child of the city was passing fair.

The ripe red mouth, with lips compressed,
 The rise and fall of the heaving breast,
 The nervous fingers, so taper and small,
 Crumple the fringe of the tattered shawl,
 As she stands in her place at the officer's call.
 She seemed good and fair, she seemed tender and sweet,
 This fallen woman, found drunk in the street.

Does the hand that once smoothed the ripple and wave
 Of that tangled hair lie still in the grave?
 Is the mother, who pressed those red lips to her own,
 Deaf to the pain of their smothered moan?
 Has the voice that chimed with the hushing prayer
 No accent of hope for the lost one there,
 Bearing her burden of shame and despair?

Drunk in the street—in the gutter found—
 From a passionate longing to crush and drown
 The soul of a woman she might have been—
 To fling off the weight of a fearful dream.
 And awake again in the home-stead, hard by
 The wooded mountain that touched the sky;
 To linger awhile on the path to school
 And catch in the depths of the limpid pool,
 Under the willow shade, green and cool,
 A dimpled face and a laughing eye,
 And the pleasant words of the passer-by.

Ye men with sisters and mothers and wives,
 Have ye no care for these women's lives?
 Must they starve for the comfort ye never speak?
 Must they ever be erring and sinful and weak—
 Staggering onward with weary feet,
 Stained in the gutter and drunk in the street?

OUR NOBLE ORDER A BLESSING.

ALLIANCE, Nov. 11, 1887.

GENTLEMEN:—Allow me to acknowledge the receipt of Two Thousand Five Hundred Dollars (\$2,500), the Insurance payable to me on the death of my late husband, Horatio H. Hubbard. Please accept my sincere thanks for the same. Also to the members of Division 177 for their kindness at the time of my husband's sickness and death. Hoping your noble Order may continue to be a blessing in the future, as in the past, Respectfully,

MRS. JANE B. HUBBARD.

LICENSE DEPARTMENT.

The Order of Railway Conductors has perfected a bill which provides for licensing railway conductors engaged in interstate transportation. An outline of this bill, which is to be introduced at the next session of Congress, is presented in a communication published elsewhere. The idea of the scheme is to keep out of the railway service incompetent men by making all ineligible to positions as train conductors except those whose fitness is certified by a competent board of examiners. There is much to be said for such a measure, which if well conceived in its details and intelligently and fairly administered, would do much more to protect the traveling public than can be hoped for from the voluntary efforts of a few railroad companies to have only thoroughly competent men as train officials.—*Philadelphia Press*.

A NEEDED LAW.

A new and highly commendable move in railroad circles is a bill which will be presented to Congress for licensing railway conductors within the United States. The bill, which was drawn by Wm. P. Daniels, an old railroad conductor, provides that no person shall serve or act as, or perform any of the duties of a conductor without such person is licensed; and no license shall be granted to any person to act as conductor who has not had at least two years' experience as a conductor or brakeman on a freight train. The fee for each license granted shall not be more than \$5, to be fixed by the Secretary of the Treasury. Every conductor who receives a license, shall, before entering upon the discharge of his duties, make oath that he will faithfully and honestly, according to his best skill, judgment and ability, perform all the duties required of him by law. Section 8 of the bill provides for boards of local examiners, who shall have power to license conductors. When ever such person shall make application for license, the examiners shall

make diligent inquiry as to his character and habits of life, and shall carefully examine the applicant as to his qualifications, both mental and physical, and his experience; and if they are satisfied that his capacity, experience, skill, habits of life and character are such as to warrant the belief that he can be safely entrusted with the duties and responsibilities of the station for which he makes application, they shall grant him a license for the term of one year. But such license shall be suspended or revoked upon satisfactory proof of bad conduct, unskillfulness, intemperate habits, incapacity or inattention to his duties.

The traveling public are particularly interested in the passage of this act, but not more so than railroad men themselves. It is a fact that many of the most serious accidents are caused by incompetency on the part of those in charge of trains, several instances having occurred within the past year, and some of them so terrible in their consequences that they are fresh in the memory of all. None but capable men should hold positions of trust and responsibility, and it is to be hoped that Congress will provide that on and after the first day of July, 1889, no railway company within the United States shall employ or permit any person to serve as conductor, unless such person is licensed as provided by law.—*Alliance Standard*.

RAILWAY CONDUCTORS.

To no class of men are the lives of more people entrusted than to Railway Conductors. All over the great country is a network of rails over which millions of people pass, relying wholly for their safety upon the officials employed by the Company. An inexperienced conductor risks the lives of all who travel with him, and puts them in danger of death or serious bodily injury. Now and then, from one cause or another, an accident happens, and all who read its details are horrified, but they cannot stop traveling. Railway traffic, both freight and passenger, is yearly increasing, and about the business every possible safeguard should be thrown. One of the problems which the public—and transportation companies, too,—are trying to solve, is how to reduce the dangers of railroading to the minimum. Good tracks, sound bridges, and properly equipped cars, are essential; yet, with these all provided, an incompetent conductor may wreck any train at any time. No other employment places a man in a more responsible position. A bank cashier steals fifty thousand dollars and skips to Canada, but the depositors

have recourse, and if they cannot collect what they have lost, can earn more to replace it. A dishonest, intemperate, or incompetent conductor, takes the lives entrusted to his care, with which millions of money are not to be compared. Be it said to their credit, that few railroad men undertake responsibilities or assume duties they are unable or unfitted to discharge. As a class they are intelligent, industrious and reliable. They appreciate their responsibilities, and their work is characterized by a devotion to duty which is often heroic.

But it happens with railroad men as with every vocation, that now and then incompetency gains a foothold through favoritism or from some other cause. Knowing and appreciating this fact, even to a greater extent than the public does, the organized railway conductors have drafted a bill to be introduced at the next Congress, which aims to prevent any but experienced and thoroughly trained men from occupying these positions of trust and responsibility. The bill provides for the appointment of a chief examiner by the President of the United States, to be paid an annual salary of \$3,500, and who shall be under the direction of the Secretary of the Treasury. The Chief shall appoint Supervising Examiners with the consent of the Secretary of the Treasury. They are to have a salary of \$2,000 a year, and with the Chief are to constitute a National Board of Examiners, with headquarters at Washington. The United States is to be divided into districts, each in charge of a supervising examiner. In each district two examiners shall be appointed at a salary of \$2,000 a year, who with the District Examiner shall form a Local Board. These Boards of Local Examiners shall have power to license railway conductors. Any person applying for license must submit proof of experience, temperance habits, and good moral character. The license thus obtained is good for one year, and without it no man can be employed as a conductor. The Examiners must be men of not less than five years' experience in their vocation, and the Boards are given the power to revoke a license at any time for cause.

Conductors are compelled by the terms of the proposed law to wear a badge, and penalties are provided to punish any who violate the provisions of the statute in any particular. The expense of maintaining this system is provided for by compelling the payment by the applicant of a fee for his license of not more than five dollars. There is provision for appeal from the local to the national Board. The qualifications and requirements are largely left to the Board of Examiners, except that the minimum length of service as a freight brakeman, before becoming a conductor, is fixed at two years. It is designed to make the whole un-

der the direction and supervision of none but practical and experienced railroad men, and accordingly the salaries have not been fixed at a figure large enough to seriously tempt the greed or interference of politicians. The revenue from the licenses will more than pay the expenses of enforcing the statute, which aims to allow only competent men to be in charge of trains, and thus provides greater protection to the public. The bill should become a law. It is advocated by those who, if any one, will be inconvenienced by its enforcement. It is certainly a commendable thing when any calling invokes legislation to compel those who follow it to fit themselves thoroughly for the work they undertake. The measure should receive the approval of the public, which is to receive the sole benefit in the way of greater safety from accident. There is every reason to believe the bill will accomplish its purpose. There ought to be no question of its adoption by Congress.—*Utica Daily Press*.

LICENSE.

Editor Monthly:

Heretofore I have said nothing on the subject of License for Conductors and Engineers, preferring rather to let others who were more competent do the writing; but now I feel I must say a word, after reading the communication from Council Bluffs. Bro. Vandercook starts out by saying, "It is with pleasue *we* say *we* have nothing but contempt for the act." Now who are the "*we*?" Why don't he say *I* instead of *we*? "The brother who will knowingly favor a piece of paper which is powerful enough to give or take away his capacity ought to be given one hundred lashes," &c., &c. Oh! fie for shame, Bro. V. I have the first conductor to talk to yet who does not favor this question (that is, the granting of license). And for this we must receive a hundred lashes! The kickers I find are generally the ones who are most afraid of their incapability being brought to the front. A man who has capability has a stock in trade that cannot be taken away from him; it is an article that will assert itself at all times. Bro. V., I am not angry, but with all due respect to you, I think from your writing that you are better versed in slang than in railroading, and I don't blame you for kicking at this act to license conductors. I have the first time in my life since I have been in the Order, to see any act of the Grand Division that would lead any sane man to think we were treated as a lot of poodles.

The delegates are instructed by their Divisions what to do in this matter, and it is a matter on which our worthy Bro. W. P. Daniels has no control. Then why attack him personally about it, as well as the

delegates who are doing what their Division instructs them to do? I guess the very large majority of the Brothers are willing to admit you "can see through an Elevator with both ends knocked out." Better let your mind take a ride in some intellectual elevator, if there is such a thing, and allow your brothers a right to their views without being accused of being on the "Sheeney Lay," or deserving of a hundred lashes. From the howl and kick you make about the expense I should judge you the "sheeney." Touch a sheeney's pocket-book and you hear from it at once.

The clause you suggest about the "porter preceding us through the train," &c., is perfectly in accord with your article. "It is an insult to place people foreign to your duties in a place to play horse with us." What an elegant expression, and what amount of good argument there is in that! Bro. V., honestly now, what was wrong with you when you wrote that article? I will admit that our Superintendents no doubt are perfectly competent to judge of our ability as conductors. But how often is it that the same Superintendents promote a man from the ranks without giving him a thorough examination, and then find out at the cost of a wreck and the loss of human lives, that an examination of this kind would have avoided this. I have seen conductors in my short experience who were totally unfit to be where they were. One instance I know of where a passenger conductor (brother-in-law to the president of the road), was given a run, and the Superintendent told his engineer he would hold him (the engineer,) responsible for the movement of the train, realizing that the conductor was an incompetent man (but was brother-in-law of the president of the road). Now, could this man have got a license? I am in favor of license, and a strict one, too.

There is no danger of Railroad Companies or Superintendents accepting men to handle their trains who have been examined by them who are "foreign to the business." Do you suppose for a minute that R. R. Superintendents will not know by whom these men are examined? No, indeed! When the time comes you will see that they will go hand in hand with us in any move that will tend to better the train service, and place their property and lives of passengers in competent hands. You will see if the act is passed and becomes a law that the examining committee will be composed of men who have spent years in the service, and have worked their way from the bottom of the ladder.

The idea of the Order of Railway Conductors wanting a class of men "foreign to the business," made into judges of our ability, or that R. R. Companies would accept men with a license emanating from such sources is simply preposterous and is not worthy of a passing thought.

As to its becoming a political scheme, that is answered well in the Editorial headed "License," in the November MONTHLY. It has been hinted that some of the Order might not stand the test. If we have any incompetent men among us, for God's sake let us give them a chance to go back braking and learn the rudiments over again. That the Order of Railway Conductors should object to any measure that will weed out incompetency, is the height of absurdity. Are we to be considered on the "sheeney lay" for wanting thoroughly competent and reliable men among us? If so it is an honor to be considered a "sheeney."

I am decidedly in favor of the license, and allowing only those to have them who are not addicted to drink and making saloons their favorite place of resort. I would take away a man's license who was ever seen under the influence of liquor, or taking a drink on duty, and make it so that a man must not only be capable, but be a man of some character as well. Not long ago I saw a conductor in charge of a passenger train, where he had the lives of passengers in his care, unfit almost for duty. I have twice in my life taken a ride behind a drunken engineer. Could such men get a license?

In conclusion, Bro. V., allow us to have our own thoughts on this subject without being abused or ridiculed for it. Don't consider us deserving of one hundred lashes or being on the "sheeney lay out" simply for not looking through your glasses and thinking as you do. That shows a narrow contracted mind,

Now, Mr. Editor, keep up the good work. Let License be inscribed on our banner in large letters. Let the majority have the say in this matter, and those who are so terribly afraid of the expenses, or having their incapacities brought to the front, step to one side with the brother from Div. 46, and I venture to say there won't be enough of them to form a Corporal's guard. Like Bro. V., "I don't wish to offend any one." At the same time I claim the right, as an American citizen, to my honest views without being considered a subject fit for "one hundred lashes with an elm club." To furnish a club for each member who does choose to think as Bro. V. does (with his wonderful foresight and intellectual brain,) would require quite a little forest of elm trees, and would, no doubt, make him tired and take up considerable of his most valuable time to deliver the chastisements. Be more generous in future, Bro. V., allow us some little thinking privileges as well as yourself. More anon.

J. H. DAGGETT, Div. 76.

Hyde Park, Ills, Dec, 6, 1887.

SAFETY ON THE RAIL.

WHAT THE TRAVELING PUBLIC DEMANDS; BETTER SERVICE NECESSARY.

The continued prevalence of railroad accidents, a majority of which appear to result either from carelessness or from a misunderstanding of orders on the part of the employees, clearly calls for a more perfect system of management, and for a more stringent inquiry into the capacity of employees and their ability to cope intelligently with the responsibilities of their positions.

The Traveling public, which is oftentimes practically placed at the mercy of ignorant men, put in charge of trains by officials who have more consideration for cheapness of labor than for its quality, has a right to demand that train service, so far as human foresight can provide for it, shall be of the highest standard, and that nothing shall be left undone that will make it the best obtainable

If it is within the province of law, either State or National, to take cognizance of the perils resulting from the deadly car stove; if it is important railroad appliances, of whatever character, shall be first-class, and if they are not, the companies that use them shall be held responsible for accidents or loss of life which may follow, how much more important is it then that there should be a recognized standard of intelligence and practical knowledge required on the part of all concerned in the running of trains, and that the standard should be kept up and maintained by a law general in its scope and effects, and sufficiently rigorous in its character to make a violation of its provisions impossible. The recent developments into the character of the management of affairs on the Philadelphia and Reading Railroad, where the men made an organized resistance to the employment of a systematic test for color blindness, and used their influence unsuccessfully to prevent the discharge of men who could neither read nor write, shows a most lax state of affairs and the need of an effectual preventive in the future of conditions so criminal. The very fact that such a state of things could exist shows an unpardonable disregard for the welfare of the company and its patrons, and although the opposition on the part of the employees has been happily overcome, there is none the less a grave necessity for legal supervision of some sort, which will effectually prevent complications of such character hereafter.

No railroad man who values his reputation or has adopted railroad-

ing as a calling, should object to an examination into his efficiency and qualifications. It would raise him in his own estimation to pass such an examination well and be a powerful factor in his standing with the public. I am a trainman myself, and would welcome any method calculated to test my proficiency, or likely to convince the public that I am a safe man to whom to entrust the heavy responsibilities that we all assume, and that I have an intelligent idea of my duty.

A proposed law covering this whole subject has been drawn by a competent hand, and an attempt will shortly be made to have it put into practical effect, and those interested respectfully ask the practical co-operation of the public in securing its enactment. Its provisions, so far as they relate specifically to guaranties of competency of train men are as follows:

"Whenever any person shall make application to be licensed as a railway conductor, the examiner shall make diligent inquiry as to his character and habits of life, and shall carefully examine the applicant as to his qualifications, both mental and physical, and his experience, as well as the proof which he presents in support of his claims, and any other proofs which may be presented touching the same, and if they are satisfied that his capacity, experience, skill, habits of life, and character, are such as to warrant the belief that he can be safely entrusted with the duties and responsibilities of the station for which he makes application, they shall grant him a license authorizing him to discharge such duties for the term of one year. But such license shall be suspended or revoked upon satisfactory proof of bad conduct, unskillfulness, intemperate habits, incapacity, inattention to his duties, or wilful violation of any provision of that act.

"No license shall be granted to any person to act as railway conductor who has not had at least two years' experience as a railway conductor on a surface steam railway, or as brakeman on a freight train on a surface steam railway.

"Every railway conductor who receives a license shall, before entering upon the discharge of his duties, make and subscribe an oath before one of the examiners herein provided for, that he will faithfully and honestly, according to his best skill, judgment, and ability, perform all the duties required of him by law."

There is another matter of which I would like to say a few words. The impression seems to be abroad, owing mainly perhaps to the persistency with which some newspapers give it currency, that the larger proportion of the employees of the Pennsylvania Railroad Company, are, or

are desirous of becoming members of the Knights of Labor. There are no grounds whatever for such reports. So far as trainmen are concerned it is positively false. A majority of the engineers belong to the Brotherhood of Locomotive Engineers, and have no affiliations for an organization based on the principles of the Knights of Labor. Four-fifths of the conductors are members of the Order of Railway Conductors, which does not countenance strikes, and prefers arbitration to any forcible means of obtaining their ends if they lack anything which they think they ought to have. The firemen also have an organization based on like principles. The baggage masters and brakemen certainly do not belong to the Knights of Labor. They have no sympathy with an organization calculated to disturb the friendly relations which at present exist between them and their employers, nor with what finds anything to oppose in color blindness, or ranks blind opposition above an intelligent appreciation of whatever is calculated to raise the standard of men and insure a creditable train service.—*A Trainman, in Philadelphia Press.*

WHO IS HONEST?

The London Court Journal says: "Colonel Luther Riggs has invented a new collection box, which is being generally adopted in England. It has a locked cover, through which the coin drops into a receptacle, which can only be opened by the clergyman. This does away with the trouble of having to search the money takers when they get back into the vestry."—*Cleveland Plain-dealer.*

Why not give them a bell punch or a duplex ?

TRAIN ORDERS.

Train order time card says : "From A. to B. is the first division, and from B. to C. is the second division. This is all there is on the card that can have any bearing on the question

One dispatcher handles both divisions and issues this order : "To all concerned : All freight trains of this date are abandoned."

Freight train No. 21 is due to leave A. at 10 00 P. M. ; arrive at B. at 8.40 A. M. ; leave at 9 10 A. M., and arrive at C. at 5.00 P. M. Does the above order abandon No. 21, due to leave B., July 5, at 9.10 A. M. ? X. Y. Z.

The MONTHLY cannot reply intelligently to this question without knowing something of the rules of the road on which the order was given. On some roads the reply would be, yes ; on others, no.

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

C. S. WHEATON *Editor.*

THE QUESTIONING "CON."

I came to the depot one morning
In a self-contented mood,
Saying, I'll answer all questions to-day,
As a "dandy" agent should.

The day was dark and cloudy,
And every train was late,
Making things as disagreeable
As did the "interstate."

Checked freight and did my billing
For forty-nine—the freight,
"Con" started the question bureau
With "How is forty-eight?"

"What's the order board for?"
"What! Hold us for extra five?"
"Holy smoke!" he howled,
"We're stuck for forty-five!"

"Where is engine five?"
"Where is she going to?"
"When did she leave White Cloud?"
"What are they going to do?"

"Where's yer bills for these apples?"
"Have you any loads to go?"
"If you want any switching done,
Why don't you let us know?"

"Who's the girl in the corner?"
"Eh! don't know her name?"
Don't make any difference,
I'm mashed on her just the same."

"Got any chewing about yer?"
"Not even a cigar?"
"Sorry for you, young feller;
Got some of my own in the car."

"How's the wife and children?"

"So! The little boy is sick?"

Well! well! that's too bad!

He's a little gilt-edged brick."

"Well, extra five is side sracked."

"What time did we get in?"

"Let's see; it's now *nine-thirty*,
Just put us out *nine-ten*."

* * * * *

The public's questions are numerous,
And yet I'H bet my pile
The "Con" can knock the public out
In the very latest style.

Take him—out upon the road—
With a minute or two to spare,
He'll rattle off enough questions
To fairly raise one's hair.

But still, it is his nature,
For surely he must know
Everything upon the road,
And why *this* and *that* are so.

Use well your freight conductor,
And help him all you can;
His hours of work—they have no length;
But, HE IS EVERY INCH A MAN.

D. S. M.

C. & W. M. Railway, Newaygo Division.

—*Station Agents' Journal.*

PUEBLO, COLO., Nov. 21, 1887.

EDITOR MONTHLY:—I wish to say a few words in regard to our present system of State Executive Committees; and as there are many objections out here in this part of the West, I would like to hear from some of our Brothers in regard to this matter before our next Convention, next May. I will state a few points that have come to our notice; as, for instance, when Conductors on a certain Rail Road have grievances, it may happen that the State Committee are not conductors employed by the Rail Road, and therefore the officers don't take to it very well, as they would much prefer to settle up grievances with their own conductors that are directly interested in the case. Also the expenses of the State Committee are high, and there is some trouble about paying for the same, as the Divisions are so far apart, and there is a misunderstanding about the different Divisions in each State paying in pro rata their share of expenses, and there is trouble in getting the committee together, as in many cases they are a good distance apart. Now I think that it would be cheaper and a great deal better for conductors and the Order to have no standing committee, and in place of the same the chief Conductor of any Division appoint his own committee, as the occasion may require, and in this manner: When Conductors on a certain Rail-road have a grievance let the Chief appoint a committee large enough, of the very conductors that are interested, and not conductors of a foreign railroad, and each Division on said road can send one man, provided that there are Divisions enough on the line to form a committee of not less than three and not more than five or seven; and then if that committee don't make satisfactory arrangements with the officers, then call upon our Grand Chief

Conductor to have him confer with the officers in person, either with or without the said committee, as the case may require and the parties interested see fit to do. And as we have a Chief at the head he is the man to call upon when the committee fails to make proper arrangements; and I think that if the Chief Conductor of each and every Division appoints a good strong committee we will not be obliged to call on our Grand Chief very often, and there will be less wrangling in settling up grievances, if every Division works in accord. Let every Road look to its own interest as well as others. We would be pleased out here to hear from some of our older brothers on this subject.

A. H. PERRAS, Div. 36.

ADAMSVILLE, GA., Dec. 4, 1887.

EDITOR MONTHLY:—I am empowered through the perusal of Bro. Latimer's amusing sketch of an accident and its result, which happened to him some years since, in which "Soninum" was the cause assigned, to give you a picture, the subject of which is made in this village, and the center figure hungry dog. Bro. A. J. Slatton owns an unusually large sized shepherd dog, known as "Coon," whose canine propensities and intelligence are remarkable and recognized from one end of the Western & Atlanta Railroad to the other. Bro. Slatton lives a few yards from the Road here; whenever his day rolls round to be at home "Coon" is near the depot in the middle of the track, patiently awaiting the arrival of his master's train. As the train pulls in at 30 miles an hour Coon bounces the steps and is at home with his master in his cab. As the minutes expire the time to pull out is given, and the dog waits the nearer approach of his cab to his home, and jumps off. Thus has our "Coon" been so familiar in railroad circles, until a mishap occurred to him which came near putting an end to his days. Schedule No. 5 came through our town, with Jimmie Flynn at the throttle, whose gray hairs tell a tale of service done his road, and Bro. Fuller, the veteran ticket-puncher. Both these men were enjoying an ease of mental faculties, the road clear, time all made up, and plenty to spare, when Bro. Fuller's ease of thought was torn asunder by the sudden check of speed in his train, which took his seat away from him. Looking out and calling his crew they went ahead to see what was the matter. Coming up to the engine they found Jimmie Flynn and his fireman with the hind legs of "Coon," pulling with all their strength, trying to loosen him from under the pilot. His hair of long heavy coat had got entwined about the spokes in the pilot, and Jimmie thought all the brakes on his train had tightened and had blown out a cylinder head, when his engine slacked up so suddenly, and it was nothing but Slatton's dog, he said.

Yours fraternally,

W. & A. R. R.

J. R., Div. 180.

CEDAR RAPIDS, Dec. 4, 1887.

EDITOR MONTHLY:—At the annual election of officers, held on Sunday Dec. 4, at the regular meeting of Valley City Division No. 58, O. R. C., the following officers were duly elected and installed:

C. C., A. D. Maxon; A. C. C., F. C. Barber; S. and T., C. S. Weston, 316 W. Fifth street; J. C., G. Martin; S. C., J. R. McPartland; I. S., R. B. Chenoweth; O. S., T. A. Alexander, all of Cedar Rapids. Delegate to the next meeting of Grand Division, J. R. McPartland; alternate, A. D. Maxon. Committee—One year, W. P. Daniels; two years, C. S. Weston; three years, C. M. Hoagland.

Yours in P. F..

C. S. WESTON, S and T.

ST. LOUIS, Mo., Dec. 9, 1887.

EDITOR MONTHLY:—I am glad to notice that the MONTHLY contains, lately, much interesting correspondence. This is calculated greatly to increase, not alone the interest of members in the publication itself, but also in the Order which promulgates it. We should labor, therefore, in its pages, to make it more interesting still, and among our friends and members of the Order to increase its circulation.

By these means we may hope to promote a larger attendance at division meetings, and a fuller and freer discussion there of matters involving our interests.

Our membership seems to be composed mainly of three classes: First, we have the diligent, active, working members; to these we can only say, Be of good cheer; persevere in the work you have begun, and it will lead you to the consciousness that men are better for your having lived among them. We next have the apathetic, indifferent ones, and of these there are two kinds. There are those who frequently attend meetings but who give little or no attention to proceedings had there. Call upon one of these for remarks and he will rise with timid and inoffensive mein and say he is no talker, etc., etc. But let this same brother blocked out of a terminal station by some yardmaster, and you would think him a very Cicero, such language does he find, and so aptly does he express himself. This silence in regard to measures proposed in division is by no means his greatest fault, if indeed it be a fault at all. But while a question is being discussed, he will frequently be found telling the brother next him how he made a close run against No. 901, and just as he gets his train in to clear, the words, "All who are in favor," fall upon his ear; he comes back to the division: looks quickly around him to see how many are "in favor," and seeing that a majority are "in favor," he is "in favor" himself.

An hour later you may hear him, outside the division, lamenting the asinine policy which adopted certain measures, little knowing that he himself made one of the majority. And the worst of it is that perhaps he is now right about the measure being wrong, and he might have prevented its passage had he given attention at the proper time. He has it in him to become a valuable member if he would only take an interest in the right way. But at present he goes to meetings to be entertained, and would not object to requiring a candidate to eat a crocodile or perform some other equally diverting feat. The other kind of this class are generally men who joined the Order and then, so far as brotherhood intercourse is concerned, practically severed their connection with it. They pay their dues; they are members of the Insurance Department; they subscribe for the MONTHLY, and are always ready to assist those who are in need. But the Order has a right to more than this. If they can afford to be independent of the Order, the Order does not wish to be independent of them. Their efforts should be with us and for us. It is the duty of every railway conductor to do all the good he can to his fellow-conductor, and this is the primal cause of our organization.

I do not wish to be understood to claim that it is the duty of members present to speak on all questions debatable. Some of our best members are among those who say the least. You will find them attentive to all business; ready to vote intelligently, and to speak words of wise counsel when conferred with. In regard to attendance at meetings, of course every member must act according to his opportunities; there are those here who would gladly attend

regularly, but whose duties will not permit. In these cases, of course, we can do nothing but regret the situation.

With those who may be mentioned as of the third class, you are all acquainted. They comprise a large number of thoughtless brothers who seldom attend meetings, but who are ever ready to find fault with proceedings of those who do. Now I am not wholly opposed to fault-finding; but let it be done honestly, in good faith, and at the proper time and place. He who wilfully absents himself from regular meetings, or who, being present remains silent when he might complain, should at other times and in other places refrain from criticism.

What a Power the Order would be if all its members were like those I mentioned first! What a happy and united Order it would be if we were all of one mind!

But these things are scarcely to be expected so soon. The O. of R. C. is young; but the good leaven is well distributed in it. Let us all work and bide the time when it shall leaven the whole lump.

There are several other subjects upon which I could wish to write, but feel that I have consumed space enough for this time.

I hope the MONTHLY will publish in advance as much as possible concerning any important measures to be proposed at the next annual convention, in order that opportunity may be had for discussing them beforehand.

Yours in P. F.,

NORMAN WATKINS.

TEXARKANA, Dec. 9, 1887.

EDITOR MONTHLY:—We feel we cannot say too much on Insurance. We only wish our pen was a powerful one, wielded by a Butler, or the highest mind in the land. As this subject lays so near our heart, and one of the steppingstones of our Order, that we hope we will never tire writing about it. And before any of our brothers neglect the insurance, we'll follow the example of the Rev. Dr. Guthrie, the great Scotch preacher. When he first came to Edinburgh, he wore blue stockings, walked under an old cotton umbrella, lived in a rude hut, and looked more like a plowman than a preacher. When taken to task about his appearance he replied that he wanted to pay the premium on a life insurance policy that would keep his family comfortable in case he should die. Would to God, my brothers, that each and all of you would follow Dr. Guthrie's footsteps; and in our hazardous employment, let each brother think and not forget the inheritance he is leaving; ever remember the utter indifference of many people on this subject accounts for much of the crime and pauperism of to-day, and my good brothers, let not this charge be laid at your door when you die. I would to God that each brother would think of this matter, and the more he thinks the more convinced he becomes that our Insurance should be universal, and discuss this matter in your division rooms, and instruct your delegates to the next Grand Division to vote for universal insurance—that hereafter no one can join the Order without the insurance. Brother, can you or is there anything more pitiful for you to think of than your wife having to go out in the cold world to make a living where brawny muscle and rugged soul are necessary? If there is, I do not know what it is. And yet there are many good wives of our brothers who are quite indifferent in regard to their husband's

duty in this respect. Good wives, wake up : assist that good, noble husband of yours to take out a policy in our Order.

Could you only come to Division No. 59, and let us show you the dear, happy faces made by our insurance, you would not rest until your husband had a policy. Deny yourselves everything to pay a premium on a policy.

We are desirous of being a great, good and noble Order, which we are, and let us do good at home among our brothers. Let us take up the matter of insurance ; fully protect the use and abuse ; make it a compulsory matter, both physically, mentally and morally. Let us all join hands and see how much good we can do ; and with a fervent prayer for increased confidence in our insurance and each, I will say, Selah !

On Aug. 7, 1887, the coroner's jury in the railway holocaust at St. Thomas, Ont., July 15, brought in a verdict at 3 o'clock that morning. The jury concludes that the accident was due to carelessness of the officials and employees of the Grand Trunk railway company. Conductor Spettigen was committed on the charge of manslaughter. We have once before written of this case, the company coming boldly up and saying the conductor did not try the air-brake before he left the station. No doubt he tried them and found them working. But outside of trying the brake at the station, he had nothing whatever to do with the brakes, as there was, or should have been, a man whose business it was to attend to the air-brakes. But, no doubt, an inexperienced and poorly-paid man, as most of the companies employ to attend to that business, and when an accident occurs, the first one is the poor old conductor. No doubt all my readers remember the accident. (At least every railway conductor should have read it.)

Who and what is a conductor? If you allow me to say, he is a railroad employe, whom all railroad companies keep on hands to charge up all accidents, all misrepresentations, and hardly pay them enough to keep body and soul together. If, at any time, anything goes wrong with a train, the first man is asked, Where was the Conductor? The Train-master of a road has no one but the conductor to whom he can attach any blame. The conductor is responsible for fast running, and many times he is suspended ten or more days for fast running, and the engineer remains at his post. Why is this? Simply because that when a company tramps on or misuses one engineer they misuse all the engineers in the United States. But when they mistreat one conductor the balance stand idly by and say nothing. In Texas we have been pulled off for ten days for running on a bridge gang and they had no flag out, for bursting a bridge cap, and yet the engineer was the man to do the running. We have heard of cases where a conductor was taken off his train ten days for not reporting that he "chawed up" a car, and you invariably hear it in case of an accident, the first question asked, Where was the conductor? not only by the company but by the public generally.

To hear people talk the conductor was the only working man on the train. He is responsible for the acts of the engineer, brakeman, baggageman, and even for misdemeanors committed by Express Agents ; yet he does not employ any of them. He must take care of passengers and freight ; he must pick up wrecks ; keep an eye on water tank, telegraph line ; see all defects on track ; in fact, all the short comings that can be charged to conductors. He is hounded by cheap detectives. Road master and station agents report him for fast running, and generally their words are taken before his. And for all this he gets the simple sum of \$90.00 per month ; has to have a home at each end of the

road ; is away from his family ; often working 15 or more hours for a day's work. With all this to contend with, my brothers, have you not cause enough to stand 11,000 in one body, with one and the same mind, marching on in solid line, attending to our Division meetings, and with the experience and judgement we possess to remedy these evils.

We in Texas may have more cause of complaint than you, yet we cannot think so. When the Railroad Companies of Canada will allow a grand jury to charge a brother conductor with the cause of an accident, and be committed for manslaughter, certainly those brothers have cause of complaint. And when the officials of an Illinois Railroad will charge a wholesale slaughter to the carelessness of a section foreman, they would, with the same impunity, charge the same to the conductor, and I assure you they will bear watching. You can listen to the conversation of an office room, full of officials of the company, and they sit and talk in the most commonplace manner about the conductors stealing the company's money; and this talk they circulate among the public ; and you even hear outsiders talk about these matters, all originating among the officials. We, as conductors, seldom live in granite fronts.

These are matters to engage the serious thoughts of all members of our Order. Pull the weeds from among ourselves. Make our beloved Order pure, and then we are ready to place ourselves *in attitude of defense*. First let us look to our Insurance Association. Make a beginning at home. If we can construe the Bible to suit us on this point, the first Insurance Company was organized by Joseph, and this was a Life Insurance. In the Book of Genesis you will find where they appointed officers over the land and took up the fifth part of the corn raised in Egypt in the seven plenteous years. This was the great Egyptian Life Insurance, had millions of money as assets, and when the dark days came all Egypt had plenty to eat. And all that those suffering families had to do was to come and collect the amount of their life policies. In all the land of Egypt there was bread.

This was no doubt the First Life Insurance. It had all the advantages of the Life plan and the Endowment plan, and no better than our own plan of Conductors' Life Insurance. We are told that the Rev. Dr. Anhate, of Lincolnshire, England, organized the first Life Insurance Company in 1698. No, Life Insurance is as old as the corn-cribs of Egypt, and God himself was the originator. There is a vast amount of comfort and advantage in knowing that in one year the Life Insurance Companies of North America paid out \$7,000,000 to families of the bereft, and in five years they paid out \$300,000,000, and hold themselves in readiness to pay out two billions to the families of the bereft.

These Life Insurance Companies have paid out \$7,000,000 in taxes in five years. Instead of these Companies being indebted to the land the land is indebted to them ; and the same with our insurance. We are indebted to the Insurance. It would be just as absurd for a man to burn down 1000 acres of a harvest field to kill the bugs, as to cry out against life insurance. The apostle Paul says a man who neglects to care for his own household is more obnoxious than a man who rejects the Scriptures ; and a man who neglects to provide for his family after death, when he can do so easily, is worse than the man who abhors the Scriptures. We have no right to expect mercy at the hand of God in the judgement day, if we fail to provide for our families by Life Insurance ; the Bible declares we are worse than infidels.

How great the necessities of us, as conductors in such hazardous employment ! And should we attend to our Insurance and provide for our families ?

Our own noble Order gives us a chance to do so, and we are worse than infidels that fail to attend to the insurance. We are commanded in the Book of Hezekiah to set our house in order, for thou shalt die and not live ; which means to fix up things, settle up your accounts, insure your life for the benefit of your family, be ready to go when your time comes, &c.

I will ask my brothers who will provide for their families, If you do not you can go out of this world and not leave a dollar, and die happy, by leaving behind a Life Insurance policy. But if you die and go to heaven, and leave nothing behind to maintain them on, and they go to the poor-house, it's a mean thing to do. You at death move into a mansion, granite front, while they live in one or two rooms. When they are out at the elbows and the knees the thought of your splendid robes will not keep them warm. The minister may preach a splendid sermon over your remains, but your death will be a swindle. You had the means to provide for the comfort of your family, and you neglected to use it. Some say I have more faith than you, the Lord will provide for them when I am gone. Go through the Poor-houses of the country and you will see how the Lord provides for the widow and orphan. I would rather have the Lord look after them in a private home and through my industry and paternal and conjugal faithfulness.

Some say, I am well enough off now, they can live on what I leave them, I will in ten years be rich and leave them plenty. But how do you know you are going to live ten years. If you would only look back you can see the highway of the future craped with just as many collisions as the past, just as many bridges to break down. You are not certain you are going to live ten years. Besides, the majority of men die poor. But two men out of one hundred succeed in business. Are you certain you are one of the two? But, says one, I am a man of small means ; I cannot afford to pay the premium on a policy. In nine cases out of ten when you hear a man say that, he spends that amount of money in cigars and drinks up that amount in liquors, which would have kept his family from starvation when he is dead. A man should put himself on the strictest economy until he can meet this Christian necessity. You have no right to the luxuries of life until you have provided your family with a Life Insurance Policy.

Now, my Brothers, do not put off this great important matter. You may say I at some time mean to attend to this matter. My brother, if you do so you are going to lose the comfort of your household in the same way the sinner loses heaven, by procrastination. Let every brother of our Order join the Insurance Association when he joins the Order. And let us, one and all, raise our hands and say, from after the meeting of the next Grand Division, all who join the Order must join the Insurance Association, because we made the law to do so. Let every Brother think over this.

Yours truly,

ALAMO, Div. No. 59.

PUEBLO, COLO., Nov. 20. 1887.

EDITOR MONTHLY :—I would like to make a few remarks in regard to our present mode of balloting on a candidate for admission to our Order. Now, Brothers, I am of the opinion that one black ball against a candidate does not give him a fair show, for this reason. We all know that no matter how good a man is he is very likely to have an enemy, if not more, on a railroad, that would perhaps take advantage of that *one black ball* and do the candidate a

great injury, and very likely not deserving of it, but then too late to remedy the case. I am sure there has been such cases, and the only way to overcome this would be that a candidate should be declared elected by receiving a two-thirds vote of the members present in favor thereof. White balls to elect and black balls to reject, and then, brothers, personal feelings would not bar out a good man, as it has been done before in many cases. I think this should be taken up at our next convention, and I would be pleased to hear from some of the Brothers on this point, and get the expression of all conductors.

A. H. PERRAS, Div. 36.

POCATELLO, Idaho, Nov. 25, 1887.

EDITOR MONTHLY:—Yesterday was Thanksgiving day, and the members of Pocatello Division No. 209 celebrated the occasion by giving their first annual ball and banquet, which was held at the Pacific Hotel. Manager J. W. Keeney was very highly complimented by all present for the elegant supper he furnished. We had an attendance of about 150 couple, among whom we noticed Judge J. B. Hayes and son and his corps of officers, U. S. Marshal Ezra Baird, Sheriff S. F. Taylor, also F. W. Bean, J. V. Demuth, D. W. Standrod, all of Blackfoot. They were accompanied by their ladies. The Blackfoot papers were represented by their correspondents. Wm. E. Wheeler, editor of the *Idaho Register*, and lady, Surgeon Jas. H. Beane and lady, John Glen and lady, of Eagle Rock; Messrs. H. M. Fink and Frank Fitzpatrick, of Camas; James Hopkiss and ladies, of Dillon, Montana; Bro. Murray Miles and bride, of Butte, and Mr. Bowden, representative of the *Butte Miner* and Helena *Independent*. Also a delegation of ladies and gentlemen from Montpelier and Shoshone. Bro. Mark Fletcher, of Division No. 124, and lady, were present. In behalf of our division we wish to extend our heartfelt thanks to Supt. C. F. Resseguie, Trainmaster M. Stilwell, Assistant Trainmaster E. O. Man, and the dispatchers, for their kindness in endeavoring to have as many members present as possible. Our ball was a complete success in every respect. See extracts below:

RAILWAY CONDUCTORS' BALL.

From the Blackfoot (Idaho) Reporter, Nov. 25.

The first annual ball of the O. R. C., Pocatello Division No. 209, was held Thanksgiving night at the Pacific Hotel, and was unquestionably the largest ball ever attended in Pocatello. A goodly representation came from various points on the U. & N. and O. S. L. lines. Mr. Matotte and lady, from Dillon; Mr. Funk and lady, Mr. Fitzpatrick, Miss Hausen, Miss Lewis and F. J. Bergold represented Camas; Eagle Rock was represented by Sheriff Taylor and wife, Miss J. L. Taylor, Miss W. Buck. W. E. Wheeler and wife, Dr. Bean and wife, J. Ed. Smith and wife, Mr. J. Glen and wife, T. White. Blackfoot—Judge Jas. B. Hays, Sam Hays, Marshal Baird, F. W. Bean and wife, J. Demuth, Miss A. Johnson, J. Montgomery, Miss Berger, Miss Lindsay, J. Beckwith. From Caldwell—Monte B. Gwinn, P. N. G. I. O. F.

A. 10 o'clock P. M., the grand march by Prof. Baird's orchestra. We have no hesitation in saying that it was the finest music ever given at any ball in this county.

The ball-room was crowded by the elite and beautiful of Bingham county. The scene was most striking and brilliant, the likes of which has never been known in the annals of Pocatello. One hundred couple were dancing on the floor at one time. Though the space was somewhat limited, the company enjoyed themselves thoroughly; the arrangements were first-class in every particular, and reflected great credit on the efforts of the committee. There was not a single error committed during the evening, and no pains was spared to make the occasion a complete success. The management and employes ren-

dered excellent services in attending to the wants of the guests. Everybody appeared to be delighted, and expressed themselves highly satisfied with the ball. At 1 o'clock the guests, numbering some 250 persons, adjourned to the dining hall, where they enjoyed one of the finest suppers ever spread in Idaho. We noticed in addition to the regular staff of waiters, ably superintended by our genial and energetic friend, Tom Allatt, the services of several volunteers were brought in requisition; C. J. Napper was specially active around the tables. Following is the bill of fare:

Soup—Fresh Oyster.
 Fish—Baked Trout, Shrimp, Chicken Salad.
 Boiled—Mutton, Caper Sauce, Tongue, Corned Beef, Turkey, Oyster Sauce.
 Cold Dishes—Tongue, Ham, Pressed Corn Beef, Mutton.
 Entrees—Small Meat Patties, Veal a la Mode, Queen Fritters, Wine Sauce.
 Roasts—Sirloin Beef, Pork, Apple Sauce, Ribs of Beef with Browned Potatoes, Turkey, Cranberry Sauce, Venison, Currant Jelly, Chicken with dressing, Tame Duck Apple Sauce, Lamb, Mint Sauce.
 Vegetables—Mashed Potatoes, Browned Potatoes, Italian Paste, Sweet

Corn.
 Pastry and Dessert—Mince Puff Paste, Pumpkin Pie, Peach Ice Cream.

Dancing was resumed at 2 A. M., and carried on with great spirit and vigor until the morning light dispersed the happy dancers. We most heartily congratulate the various committees on the grand result of their united efforts, and they may well feel proud of their achievements on the occasion of their first annual ball at Pocatello.

Following are the various committees:

Committee of Arrangements—J. E. McCarthy, W. B. Green, John McManis, J. C. Fagan, W. L. Ryder.

Committee on Invitations—Ed. Cathcart, J. A. West, J. T. Ruggs, Murray Miles, A. O. Rose, S. H. Douglas, F. Wilkinson, S. C. Covert, C. W. West.

Reception Committee—John Quinn, O. A. Flanders, T. Farrell, W. E. Gilbraith, J. F. Hollingsworth, Geo. Surman, J. Dailey.

Floor Committee—Frank E. Minty, J. A. Matott, J. T. Woods, J. P. Collins, Robert Hunter.

BALL NOTES.

The bar at the Pacific Hotel was kept closed during the evening, and we must admire the wisdom of the management in this proceeding. We maintain that whisky is a detriment to the enjoyment of a party, and should be discountenanced as a beverage in a ball room.

W. B. Green did lots of valuable work, both before and during the ball, and contributed much towards making the event a success.

J. E. McCarthy was an able worker at the party.

Judge Hays lent dignity to the occasion, and was gladly welcomed by his numerous friends.

George King, the eminent judiciary of Shoshone, was present shaking hands with his old friends and shopmates.

Bro. Bennett, of Blackfoot, was having a good time, to all appearances.

Bergold and Funk, of Camas, were a happy pair, and made the most of the time.

Messrs. Dunstun and Bowden, of Butte, took in the ball.

Snow visited us during the night.

A coach was attached to the 4:30 freight for the convenience of the visitors who desired to return home, and the accommodation was duly appreciated by the guests.

Master Mechanic Hickey was among the guests, and he fully enjoyed the fun.

Division Foreman C. S. Smith was prevented from attending by a severe attack of sickness.

We omitted to mention the presence of Mr. and Mrs. Morrison at the ball.

Senator Hughes was in high glee, and Major Goose was as happy as usual.

From the Salt Lake Tribune.

The Brotherhood of Railway Conductors gave an elegant ball at Pocatello on Thanksgiving evening, which was an unmistakable success. The supper,

given by Mr. Keeney, at the railroad hotel, was greatly praised, and all were happy. The dancing lasted till morning.

We learn with regret that Trainmaster Stilwell has resigned, to take effect Nov. 28, to accept a similar position elsewhere. But we are pleased to learn of the appointment of Bro. Wm. L. Ryder, of Division No. 209, to fill the vacancy.

Very respectfully yours in P. F.,

J. T. WOODS.

OGDEN, Utah, Nov. 8, 1887.

EDITOR MONTHLY:—As you have an item in the November MONTHLY in regard to the collision on the C., M. & St. P. railway, and hold that C. & E. No. 4 were right, will you please publish the decision of the jury in the case? I believe the law will hold them responsible for the collision.

Their order was to meet No. 3, not giving number of engine or name of conductor, and I believe they should wait for all sections when receiving such an order. The fact of second section refusing to go, has no bearing on the case; for when they received the order to meet No. 4, they was No. 3, and when they got orders to run as second section, their order was no good against No. 4.

I have heard a great many arguments in regard to this order, and want to hear what the decision of a jury will be in regard to it. I am not writing this for publication in the MONTHLY; only want to know if you will publish the decision of the jury. By so doing, you will very much oblige,

Truly yours in P. F.,

M. CAMPBELL,

S. and T., Div. 124, Box 706, Ogden Utah.

P. S.—The dispatcher certainly did not know his biz.

M. C.

ST. ALBANS, VT. Dec, 13, 1887.

DEAR MONTHLY:—I still live, in spite of the fact that the Editor of the B. of R. R. B. insists I am a jack-ass. I shall not dispute his statement, for I am half inclined to think I am, or any other brother who will take notice enough of him to answer him, for his escaped gas will do no harm. I did say a few words in reply to W. F. Gillett. I made the statement that the Conductors were the Brakemen's best friends, and I am not as yet prepared to change my views. I know that in nine cases out of ten the conductor has a chance to recommend or condemn the brakeman who the Train master or Superintendent intends to promote. I would like to know who is better able to judge a brakeman's ability to take charge of a train than the conductor he runs with. I am inclined to think, were I train master, I should rely on the statement of my conductors as regards trainmen in preference to any other evidence. I would also procure all evidence possible from other sources, and when I did promote a man I should feel I could depend on him just as I had on others for the same information. I think I can say without contradiction that officials obtain this information in this manner in most cases.

W. T. speaks of three or four O. R. C. men who acted as switchmen in St. Louis during the switchmen's strike last Spring. I am pleased to know that the O. R. C. have men in their ranks who have *sand* enough to stand up for and to stick to the right. I know of no reason why the conductors of any line should submit to a loss of time and *reputation* simply because the switchmen are not satisfied. Neither do I know of any reason why the switchmen or brakemen should submit to such a thing because the conductors are not satis-

fied. Should the brakemen on any line become dissatisfied they have a perfect right to quit work. But they have no right to say I cannot take their place if I wish. Therefore I say those three or four O. R. C. men spoken of had a perfect right to act as switchmen if they felt it their duty to do so. And there is no doubt in my mind but by their action they not only saved to the company a large sum of money, but they also saved money for other conductors; and I presume some brakemen derived a benefit from it as well. Therefore they did do some good.

So far as the L & U. trouble is concerned, the same principle is involved. There is a way to settle these matters without resorting to strikes. I am inclined to think if any class of men who have a grievance to adjust, should bring it before the proper officials, and use proper language, not try to brow-beat or bull-doze, he will be used well, and his statements will receive proper consideration. But on the other hand, should the official refuse to listen, go away like men, resign if you wish, but do not assume to dictate to me that I cannot or must not take the position you have left voluntarily, for that is assuming too much, for I have a perfect right to work for whom and at what price I please.

W. T. informs us that he would not brake nine years for the best train in the country. I presume I was not as independent as W. T., for I had to work for what cash I got, and having a family to support could not take the advice of Horace Greeley and Go West. I had to stick it out in the East, and I am pleased to say I think I am at present as well off as some who went West. So far as a life-passenger train is concerned, I intend to run one as long as I am able, and I can assure W. T. that I shall try to use all brakemen, who have the misfortune to run with me, in such a manner as to leave no doubt in their minds that the *Conductors are their best friends*.

Speaking of Brother Vanderpool, he has a perfect right to his opinion the same as every one else, and he is thought none the less of for coming out square. But we are not all of the same mind as Mr. Vanderpool, by any means. Will W. T. please inform us what this something is that *must* be done by the different roads where the Company operates where the O. R. C. is not needed. While you do not need us we want to know what is going to happen, that we may catch on when the second class train passes. So far as side tracking your grand affair on my account, don't do it, for I do not object to their holding office as long as they wish; and I do not care to suggest any one to supersede them, for I could not satisfy you the best I could do. As the ground hog of Vermont does not hunt his hole this season of the year, but continues to prosper and grow fat, I will sign for the present.

N. E. D.

GARRET, IND.

Editor Monthly:

DEAR SIR AND BROTHER:—I hope that you can allow me a small space in the columns of our highly appreciated journal to thank our Brothers of Licking, Division 166, for the kindness shown to Bro. W. E. Rice, Bro. Tom Squires, and myself, of Britton, Div. 138, while visiting them in their beautiful new Division room at Newark, Ohio, last Sunday. But we were still more highly

gratified by seeing four candidates given the first degree, and seven given the second degree. Among those for the second degree were Brothers Taylor Spencer and John Blair, the two oldest conductors in the passenger service of the Trans. Ohio Division of the B. & O. Road, who, by their long and faithful services, their polite and jolly dispositions, have become general favorites both in the esteem of the Company and the public at large. They are known by masses of people and are liked and loved by all. I am proud to inform the Order at large of the great success of our young Div. 166, which has only been organized a little over one year, and at present has a membership of 57, of whom 31 were present Sunday. There were also present seven visiting members, not including the seven newly made members, of whom I have just made mention. I dare say you will be only too happy to congratulate Bro. D. Francis, C. C., Bro. Fuller Moore, S. & T., and Bro. N. Ballenger, I. S., who are among the many hard working Brothers of this bright young Division, that promises to be one of the grandest of the Order. I have visited many Divisions in the past year and I have found none that can boast of better work, better material, or better feeling toward each other throughout the entire Order.

Yours respectfully, in P. F.

WM. TOMPKINS.

ROCK ISLAND, ILLS., Dec. 5, 1887.

C. S. Wheaton, Editor in Chief Conductors' Monthly :

DEAR SIR AND BROTHER :—Sunday, Dec, 4th, 1887, occurred the Annual Election of officers of Rock Island Division, No. 106, O. R. C. A very good attendance was had and a good meeting resulted. Officers of the ensuing year are

A. M. Crawl, C. C., 526 21st street. Rock Island, Ills.
 J. B. Rogers, A. C. C., 3049 5th avenue. " "
 Ira Yantis, S. & T., 127 west 16th st., Davenport, Iowa.
 John E. Baker, S. C., Rock Island, Ills.
 J. Dizotell, J. C., " "
 John Lessley, I. S., " "
 N. W. Newhall, O. S., Davenport, Iowa.
 Ira Yantis, Delegate to G. D., Davenport, Iowa.
 J. W. Clark, alternate delegate to G. D., Davenport, Iowa
 F. A. Bledsoe, member of Div. Committee one year.
 B. F. Baughman, " " " two years,
 A. S. Craig, " " " three years.
 Bro. F. A. Bledsoe's address is Rock Island, Ills.
 Bro. B. F. Baughman's " "
 Bro. A. S. Craig's " Eldora, Iowa.

The officers elect are Brothers who have the good of the Order at heart, and always try to do what they can for the Order of Railway Conductors. They are all installed except the Secretary and Treasurer, and will enter upon their respective duties at once.

Hoping all will be able to attend all meetings, I remain yours as ever, in P. F.

IRA YANTIS, S. & T., Div. No. 106.

DUFUR-SMITH.

On Thursday morning, October 20, Miss Nellie M. Smith and Mr. Charles Dufur were united in marriage at the residence of the bride's father, Mr. G. A. Smith, in this city. It was a quiet wedding, there being only present a few neighbors and selected friends and relatives of the bride and groom.

The parlor had been beautifully decorated for the occasion, and the exquisitely and tasteful arrangement of flowers produced a most striking and pleasing effect. At nine o'clock the doors of the parlor were opened and the happy pair entered, accompanied by the near relatives. The bridal couple took their places, and their happy faces seemed to glow in the full realization of the generous wishes so bountifully expressed. Rev. A. C. Turnbull, of the Baptist church, then came forward, and in a beautiful and impressive ceremony linked the lives and fortunes of the young pair indissolubly together. Waiting only long enough to receive the congratulations and farewells of the assembled friends, and after partaking of a bridal breakfast, the party was driven to the depot and took the early train for Denver.

The bride is a most estimable young lady, exceedingly bright and highly accomplished, with unusual graces of person and manner, and one of the most loveable characters the society of this city has ever known. Mr. Dufur is one of the oldest passenger conductors on the Denver & Rio Grande railway, and a young man of unusual intelligence, polished and agreeable manners. The best wishes of a host of friends follow the happy pair.

The presents received were numerous and beautiful, embracing a great quantity of silverware, interior furnishings, bric-a-brac, etc.

THE ORGANIZATIONS OF RAILWAY EMPLOYEES.

THEIR BENEFITS AND FUTURE.—ALL SHOULD BE COMBINED IN SOME
FEDERAL FORM.

The movement which is taking so much extension of the creation of Orders of the different branches of railway employment, is one which deserves to be encouraged both by the employers and the employed. This will be so, for the great reason that all these similar organizations make it a rule of their organizations that none but competent and well-behaved men shall be members of their different Orders. This rule being strictly observed, the day must come when the fact of belonging to such organizations is a guarantee of ability and fitness for employment. With increased service and value, greater pay will be obtained, for when you raise a class of employees to a competent standard,

where they command a salary—that is, a living salary—you benefit not only the employe, but you benefit the employer by rendering him better service.

It should be the great object of every Railroad President to see these organizations of railway employees prosper, so that they may reach a high standard of excellence, and prove a boon to employer and employed alike. It must not be forgotten that there are two sides to every question. It is natural for two men not to see a thing alike, and it would be absurd to expect it.

The railway employes are not providing for to-day, but they are providing for years to come. While they may not be building for themselves, they are building for those who will come after them, and who will bless them for the work that they have done. Men should never be so selfish that they merely work for their own aims. When they are helping others they are helping themselves.

The great object and aim of all railroad associations, or associations of railroad employes, should be to elevate their standard of excellence. The more efficient service an employe renders the better are his chances for promotion, and the better living he will gain for himself and family. America being the only country in which political influence is the only power, railway employes, if they expect to get a standing, must take measures to impress on the world that they consider themselves of some importance in the political world.

Railroad men may be divided politically, but they should stand together for their mutual interests, and in this way make their power felt and thus influence legislation in their interests. To accomplish any object they must make themselves felt, and by elevating themselves in organization they are bound to be felt for good.

The political side of these organizations is bound to come up sooner or later, and in working for the individual interest of a special order the interests of kindred organizations should be kept in view. It will be a great help to each order and a great help to other associations of railroad men, if people learn that there is such a thing as an association of railway employes, and that they can and will stand together for their interests.

It is not necessary to array capital against labor; and it is foolish to discuss it. Capital has furnished the means to build and equip the railroads which employ them, and without the railroads the men would be obliged to seek other employment. There is no occupation that should feel the force of this so much as railroad men. Capital is not their enemy; it is their friend. The capital that has built the new railroads this year is no enemy to any man who follows railroading for a living, because it has provided a living for hundreds of men who were running around the country without anything to do.

But the creation of separate organizations in the railroad service is not all that is required. The locomotive engineers, firemen, conductors, telegraphers, etc., are all very well in their individual way, and are much to be commended, but there is a growing need that these separate organizations should be combined in some kind of a Federal form, for the protection of general interests and legislation. A permanent committee should be created, composed of representatives of the different railway organizations, and this general committee should take up all matters of legislation and general policy. Union is strength and through such an organization railroad employes could become a great power for good.—*Railway News*.

EDITORIAL.

THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor.*

E. B. COMAN,

W. P. DANIELS,

H. HURTT,

W. SEARS, *Associate Editors.*

THE SHIELD.

The Magnetic Shield fraud is becoming more apparent every day, and we shall hope soon to see the people's eyes opened to the full import of the imposition. When viewed from the standpoint of the jeweler it is a grand investment; when on the practical side it is simply infamous. Reader, have you a good gold watch? Please look carefully at what our patent adjustable shield friend will do to it. He will take it and put in one of his shields, and make it proof against electric currents, he says, for from \$5 to \$10. The shield in actual value costs him about 50 cts to \$1. Let us look at what he will do. First, off comes the inside case, value from \$5 to \$12. Then your watch is put on a lathe and is turned out large enough to admit the shield: the works replaced and you get your watch. Let us count the cost; Say \$7 for shield, and gold taken to the amount of \$15 to \$18, which is kept by this philanthropic friend of mankind, and you have paid \$22 to \$25 for a protector that is equaled by an ordinary tin box and cover, by actual experiment. And this is what Railroad men are *compelled* to buy for the safety of the Company. The whole matter is a skin from first to last. The most practical and common-sense appliance is presented by the Geneva Non-magnetic Watch Company, of New York, who are willing to give all a thorough trial of goods before purchasing, and do not go about making contracts to compel those who are so unfortunate as to be railroad men, to buy their goods, and they warrant them better than any magnetic shield in existence. And our advice is to all who desire any appliance of the anti-magnetic kind to investigate their plan thoroughly before buying.

SECRET SOCIETIES AND POLITICS.

Some partisans in and out of railway service have endeavored to raise quite a storm, and misrepresent the Order and its officers in their action in New York and other places, in insisting on working for measures that were for their interest and benefit. Did the Order oppose certain men on account of their politics? We answer *No*. The reason was simply and plainly that certain men said by act, if not by word, that railroad men must stand aside. Politics must first be considered. Railroad men did not consider that politics ought to be considered when the interests of a large class of citizens could be protected and have what was their just legal right under the laws of the State. We ask, What should be the attitude of a society formed for the protection of its membership? What are this class of organizations doing every day? We answer, Doing their best to accomplish the desired result; some in one way, some in another, in accord with their laws governing this line of action. In the New York law they had jointly declared that it was to their interest to have what the law of the State promised them, but they found certain elements beyond their control, which prevented them in securing their just demand. What, then, we ask, should they do? Simply appeal to a higher power to remove the obstacles in order that success might be gained by the assistance of that higher power. It is, perhaps, unfortunate for some that they tread heavily on the toes of some favored son of nobility, and he, in turn, sets up a howl. This cry is familiar to all in railway service. We understand what this means.

There is scarcely a week passes but the call comes, We want help; We have something that stands in our way on account of which we cannot get what we think just and right. We must appeal to a higher power and, if possible, have the obstacles removed. And this is the duty of the principal officers of our railway organizations. Is there any politics in going before a president of a railroad company and securing the passage of a law or rule which will better the condition of his employes, or before a convention of presidents to secure like legislation? There can be but one answer, and that is *No*. Yet they are elected by the persons known as Directors, and they are elected by those who own stock in the concern. Yet we are informed by partisans that we dabble in politics when we approach the National Congress to secure the passage of a law or rule that will better the condition of the employe. Yet they are elected by stockholders in the concern. Any man who does not hold a certificate of his share of stock is not allowed to vote at the election of Directors.

This line of reasoning might be carried to a much greater length, but we do not desire to use any more space to confirm a line of argument that ought to be apparent to every thinking man. The beauty of the whole matter is that the closer railroad employes band themselves together and stand for their rights, the further they get from politics, for what is true of the individual citizen must be true of the body politically. We have no use for any man, but shall at all times honor him who attends to the call of justice when made in the interest of 12,000 railway employes of the highest grade in the service, or any portion of them that may ask it; and as the servant of the whole, the highest, yet the servant, will always be found up and doing to accomplish the desired result, and the thought of politics will never appear as a factor in the accomplishment of the result aimed at. When a brakeman we learned the law of railroads, which changes not, "Obey orders;" and we are here to still comply, and shall, and when our employer wants a change made he will no doubt change the orders, and we will again obey cheerfully, and without fear or favor continue, so far at least as our limited ability will permit. Meanwhile we hope all interested will join with us in heartily and cheerfully "obeying orders."

OPPOSED BY THE RAILROADS.

Special Washington Correspondence of the Cedar Rapids Gazette.

Considerable attention is beginning to be attracted to the proposed scheme of license for railway conductors, but no one seems to know just what it is, and various expressions are heard. No bill has yet been presented, and though the conductors have representatives here, no one seems to know just what they are doing or intend to do. One thing has been developed within the past few days, and that is that the proposition will receive the undivided and unqualified opposition of the railway companies, one great corporation having already gone so far as to threaten any of its conductors with dismissal who were active in supporting the measure. The Washington correspondent of the *New York Sun* writes as follows in relation to it:

"The managers of the important railroads of the country are somewhat disturbed over the movement that is to be made this winter by the railroad conductors, looking to the organization of a Government Bureau to examine and pass upon the qualifications of applicants for places as conductors. The railroad managers are at a loss to know why the conductors wish to establish a Governmental supervision of this sort, or what benefit they expect to derive from it. All they do know is that at the last annual convention of the conductors, the plan was agreed upon and an executive committee is coming to Washington this winter

to set it on foot. Steamboat engineers are now required to take out licenses, which are granted by the Treasury bureau known as the Steamboat Inspection Bureau. Applicants must pass a satisfactory examination before receiving licenses, and they can be revoked at any time. The object of the conductors in seeking to have licenses granted to them is probably to make their appointments more permanent than at present. But whatever the objects of the movement are, the railway managers are opposed to it. Their principal objection is that in case of a big strike similar to those of recent years, it would be impossible to obtain men to conduct the trains, which would thus be at the mercy of the mob. If the conductors should all agree to go upon a strike, no new men could be employed until they had received licenses. This might require a week or a month, and in the meantime the railroad business would be ruined."

Inasmuch as the Conductors' Association is known to be openly opposed to strikes, and that members of it have never been engaged in them, but on the contrary have always stood by the companies when they were in trouble, and an unprejudiced observer would at once come to the conclusion that this fear of strikes is simply a pretense, and the real reason for the opposition is something else. The uninitiated might even suspect that the operation of the proposed law would exclude incompetent men, raise the standard of conductors generally, and as a consequence increase slightly the miserably inadequate compensation they receive, and that this was the reason for the railway opposition. Of course the railway managers are too wise and far-sighted to take any action that would result to their injury in the future, but ordinary, short-sighted, ignorant mortals might think it unwise in them to antagonize so large a body of men that have heretofore always loyally supported the interests of their employers, and that opposition may now bring on the very catastrophe they profess to fear.

It would seem to me that it is but a step from Mr. Earling's "sign that retraction or consider yourself out of the employ of this company," and the threat of the officials of another railway that "if you go to Washington in the interests of that bill you cannot work for this company," to "vote for Blank or take your time," and it would also seem highly improbable that these men will submit to it long. It is claimed that railway officers are entirely capable of selecting competent men to place in charge of their trains but the fact remains that they don't do it always, and the wage problem has something to do with it undoubtedly. When a person like myself can point to several cases of incapacity within my personal knowledge, it is highly probable that there are enough incapables to seriously jeopardize the safety of travel. Would the readers of the *Gazette*, or the Editor himself, feel entirely safe in taking a

train in Cedar Rapids if he knew that a conductor running a train out of that place did not know what the letters a. m. and p. m. on his train schedule meant? I am reliably informed that such was actually the case at one time not ages ago. If our government is so careful of the lives of its subjects who travel by water, why not look after the safety of passengers on railway trains, especially as there are thousands of the latter today where there are dozens of the former? Is it not to the interest of the public to look after this matter a little, and at least learn the actual cause of the hostility of railroads?

PEDRO.

WESTINGHOUSE AIR-BRAKE TEST.

Through the kindness of Mr. E. B. Thomas, General Manager of the Richmond & Danville system, more than two hundred guests left Washington at 11:30 A. M., on December 6, for Falls Church, Va., to witness the test of the above named company on their line. The place selected was on a grade of fifty-two feet per mile. The train consisted of fifty freight cars, with engines Nos. 119 and 145, of the Burlington Railroad Company, Iowa division. The train was in charge of Brother Maguire, of the Iowa division of the Burlington road, assisted by five competent brakemen.

The first test—emergency stop—train running at twenty miles per hour was made in 159 feet, 6 inches; time, $10\frac{1}{2}$ seconds. Second emergency stop, train running forty miles per hour, was made in 694 feet; time, $20\frac{3}{4}$ seconds. The third test showed the quickness of application of the brakes. We were stationed at 321 car from the engine; the engineer gave two blasts of the whistle to indicate that all was in readiness, and one blast on the application of the brake. The brake took effect before the sound of the whistle reached our position. The fourth emergency stop, with passengers on board, running at forty miles per hour, was made in 718 feet; time, 22 seconds, and without any perceptible inconvenience to passengers. We have many times felt a more severe concussion in the regular stoppage of a passenger train. The service stop was made, and the train at once proceeded; it can scarcely be said that the train any more than stopped still before it was again in motion. The hand-brake stop, with five men, much better than the average brakemen, for in this case they applied four, and in one case, five brakes each; speed twenty miles per hour, the stop was made in 1433 feet; time, 40 seconds. The seventh test—parting of the train—running at twenty miles per hour, time of stopping consumed 10 seconds, and the parts of the train were 58 feet distant when stopped. This dis-

tance was augmented slightly by the fact that they were on a steady down grade, and the engineer was obliged to pull the train apart before the brakes would take effect.

The eighth test was made with a train of twenty cars, representing the ordinary passenger train, to show the shortest distance in which a train can be stopped in an emergency. The brake power was increased to that which is usually employed on passenger trains, the train running at twenty miles per hour was stopped in 81 feet; time, 6 seconds. Same train at forty miles per hour, in 359 feet; time 11 ½ seconds.

After witnessing the seventh test, all of the guests were invited to adjourn to the special train, where an elegant lunch had been provided, and of which all partook bountifully.

In each of these tests the efficiency of automatic appliances, applied to the freight service, was thoroughly demonstrated, and those who witnessed them, not only at this point but at others throughout the country, should become thoroughly satisfied that although the cost of equipment, and thorough adjustment of the rolling stock in the freight department of a railroad may be considerable, it will, in a short time, save thrifble the amount to the company in the matter of the collisions of various kinds, more particularly trains breaking in two and running together on roads that are of uneven grades. Admiration and satisfaction were expressed by all who witnessed this test, and it was one of the most interesting we have ever been permitted to witness.

SPECIAL AGENTS.

The average conductor will recognize at once in the above title the polite term for a class of persons that are in the employ at times, if not always, of the various railways, and familiarly called "spotters." The duties of these creatures we are also familiar with, and we fail to find the man in whatever walk in life he may move that would believe one of them even if he swore to it. Said a manager to us on one occasion, giving his idea of the class, "A man who demeans himself so much as to spy on the aets of his fellowman and bring them to the light of society, is beneath the contempt of all honest men." Yet, day after day we read of conductors, superintendents, trainmasters, station agents and passenger agents being dismissed, and no cause assigned, on the reports of this class of people. Whether the reports are true or not, do you know, does any one know? Not that we have heard of. Yet day after day good men are dismissed from this, that or the other service; his character

gone on the report of a secret agent from somewhere, and he has no redress. We desire to ask the most candid man, be he president, manager or superintendent, is this right? Have you the moral right to place any man knowingly in a false position? You know you have not. Yet by virtue of the old saw, "Might makes right," you assume to do it. Why? Simply because those who have been placed in these positions have not in proper terms brought you to a true sense of your responsibility to your fellow man, your co-laborer with the same company and in the same interests. This is not written with any sympathy for dishonest men wherever they may be found, but we submit that a dishonest man is a disgrace to society, and should not be allowed to stand among his fellows. Then, Mr. Manager, or whoever you may be, let us have the proofs, whatever they may be; and let us know as well as you just what the matter is with your conductors, your superintendents, your employes. Open the books for inspection; let us look in, so that should he be a member of our Order we can purify it if found guilty; but no more star chamber inquisitions in free America.

Of course its but a drop in the bucket the over-issue of stockholding freight and passenger traffic from a road forcing them into bankruptcy and a receiver's hands that it can be bought up cheaply to form part of a trunk line. This has been done over and over, and is going on to-day. Yet no poor employe dare raise his protest. If he is so foolhardy he is at once discharged without cause or character. Conductors are slurred for alleged dishonesty by these same men, and are discharged for supposed dishonesty by them, when we venture to assert without fear of successful contradiction that the amount stolen from stockholders in one of the above-mentioned deals will aggregate five times more than that stolen by all the dishonest conductors in the country in ten years. One is fawned over and paid a big salary only gauged by his ability to steal. The other discharged and no cause assigned, which is equal to branding a man as a thief, and this in free America. Citizens, men and brethren, 'tis time we awoke to the true sense of our situation. Are we citizens or are we slaves? If citizens, let us insist on the free right of our citizenship. If slaves, let us crouch and crawl, kissing the hand that smites us. We assert that we are citizens. Let us rise in our might and assert our citizenship. We have tried in all ways possible to secure by fair, upright and honorable means the fair and honest recognition that is our right, and almost signally failed. Now with one accord let us use all influence we possess to tighten the legal cords about the oppressor whoever he may be, so that the prison bars may stare him in the face if guilty of any barbaric act in destroying the reputation of any man.

MENTIONS.

—We regret to note the discontinuance of the **RAILROADER**.

—Conductors will hail with satisfaction the uniform ticket devised by General Passenger Agents.

—LOOK AT THIS: The *Century Magazine* and the **MONTHLY** for \$4.75; *St. Nicholas* and the **MONTHLY** for \$3.75. All three for \$7.25.

—Brother Herbert H. Vreeland has been appointed trainmaster of the N. Y. & N. railway, and the **MONTHLY** is pleased to make note of the fact.

—The **MONTHLY** is in the hands of "associates" this month, probably our readers have surmised something of the kind before reaching this item.

—Divisions Nos. 87, 106, and 209, have our thanks for invitations to "join the mazy" with them. We would be pleased to do so were it not for the Interstate Com—

—The Secretary of Division No. 6 wishes to know the address of John W. Sharpe, Ollie S. Kemberling, and J. L. Ross. Can any of our readers inform him?

—Observer sends us a communication from Minneapolis unaccompanied by the name. Please note the instructions at the head of **FRATERNAL** and send us the name.

—By an unfortunate error of the printers, the first fourteen pages of this number are numbered wrong, and it was not discovered until too late to rectify without seriously delaying its issue.

—By an unfortunate accident we were compelled to issue the December number of the **MONTHLY** without the index for volume IV. This index will accompany the January number, and will be sent to all.

—We are just informed of the sudden death of Brother John Williams, of Crescent City Division No. 108, who was killed at Franklin, La., while coupling, Dec. 13. He leaves many friends to mourn his untimely end.

—We are pained to record the death of a child of Bro. W. H. Budd, and the serious illness of his wife. There are many who will join us in the earnest wish for her speedy recovery, and in sympathy for the terrible loss.

—In this number we publish the ad. of the Peerless Fountain Pen, which is very highly recommended by operators, agents and others who have used them. We shall speak farther of this pen after giving it a personal trial.

—J. J. Welch, Train Dispatcher on the F. E. & Mo. Valley Railway, Chadron, Neb., has some very important information for Conductor M. D. Hunt. Any one knowing where he is will confer a favor by notifying him of the above.

—We wish to call the attention of the readers of the **MONTHLY** who are in need of anything handled by the Hart & Duff Hat Company, to the special terms offered by them to purchasers, and to their big ad. in the December number.

—General Order No. 27 of the New York, Pennsylvania & Ohio railroad, dated Dec. 19, 1887, brings us the information that Brother S. F. Randall is appointed superintendent of the western division of that road, with headquarters at Gallion, O. Shake, Sam.

—"I am at Chicago, and am on my wedding tour," is the way Bro. D. C. Newman makes an important announcement to the MONTHLY. Here's hoping the new man will enjoy the society of the lady who has also been made a Newman for many years to come.

—We are pleased to note the success of the Mutual Accident Association, of Kansas City, in which several members of the Order, including Bros. Coman and Laughlin, are interested. The St. L. & S. F. Ry, and the Kansas City Cable Ry have issued circulars recommending it to their employees.

—Jim Frank Nelson, Jr., of the Brunswick & Western Railroad, was voted a valuable dressing case as the most popular conductor running into Brunswick, by the people at the Hospital Fair in that city recently. The ladies always were partial to Jim, and he holds a warm spot in their hearts.

—The MONTHLY is indebted to Fred Benzinger, of Des Moines, for a pleasant call and a copy of the first number of *Iowa Chat*. Time prevents an extended notice of the latter, but it is a paper that should be read by all interested in Iowa happenings. To the genial editor we simply say, "Come again."

—Brother J. W. Eckman, by a collision between a portion of his train backing up a steep grade on a mine side-track and some runaway cars coming down, was compelled to take a flying leap off a car on a bridge 18 feet high. He fortunately escaped with no broken bones, but is nursing numerous severe cuts and bruises.

—The crystal wedding of Mr. and Mrs. R. B. Stegall occurred November 21st, and although no account has reached us at this writing we feel safe in saying that no one who attended regrets it. Certainly nothing but necessity prevented ye Editor from accepting an invitation. Hope we may receive an invitation to your golden wedding.

—An invitation to be present at the marriage of her daughter, from Mrs. R. M. Buel, of Oakland, Cal., informs us that Past Chief Conductor J. T. Marr forsook the ranks of batchelordom on Dec. 15. Brother Marr has many friends who will join the MONTHLY in congratulations, and to hope that there may come to Mr. and Mrs. Marr many anniversaries of the occasion.

—A clergyman, after years of suffering from that loathsome disease, catarrh, and vainly trying every known remedy, at last found a prescription which cured and saved him from death. Any sufferer from this dreadful disease sending a self-addressed stamped envelope to Prof. J. A. Lawrence, 212 East Ninth St., New York, will receive the recipe free of charge.—adv. 5—4.

—"Carl Pretzel," of the *Chicago Sunday National*, caught some of the boys in attendance at the M. A. & B. Convention, and below is what he says:

C. F. Fessendon, Jr., of the Missouri Pacific Railroad, is in the city. Mr. Fessendon is very much impressed with Chicago, and its citizens. He resides at Parsons, Kansas.

H. G. Burnham, who officiates most acceptably on the O. C. R. R., Boston, Mass., found his affinity at the Fat Stock Show. If he succeeds in getting home with it, the aforesaid affinity will find its way in the Boston Dime Museum.

C. T. Hammond of Palestine Temple A. A. O. M. S., is in the city. Noble Hammond is prominently connected with the O. C. R. Boston, and his visits to Chicago are always made pleasant. He is a genial, pleasant gentleman to do business with.

E. L. Granger, a passenger conductor on the Old Colony R. R. Boston, Mass., is visiting his many acquaintances in the city. Mr. Granger has visited the Fat Stock Show, and carries home with him a sample of it in his side pocket.

Timothy Harrington, who traverses the N. D. Division 117, of the Old Colony R. R., Boston, Mass., and gathers in the shekels for his company, has been visiting friends in Chicago. He arrived at the conclusion that his Chicago friends know how to entertain.

—We are in receipt of the Christmas number of the London Illustrated Weekly News, and it is immense. The News is a large weekly paper, giving illustrations of current events in England. The regular price of the American edition of the News, which is exactly the same as the London edition, is \$4.00 per year. We will furnish it with the MONTHLY for \$4.50, or to all present subscribers for \$3.50.

—The MONTHLY congratulates Brother J. O. Spelman upon his re-election as C. C. of Division No. 8, and also upon his election to the position of W. M. of Rochester Lodge A. F. & A. M., of Rochester, N. Y., and in justice to the ability of Brother Spelman, we also congratulate Division No. 8 and Rochester Lodge No. 616, and feel assured that those bodies have elected a very worthy presiding officer for the ensuing year.

—We are under obligations to Brother J. N. Robinson for an album of the Wisconsin Central railway scenery, containing some excellent views of different points of interest on that line. J. N. is still on a pilgrimage, looking for those who want scenery, and if he has half a chance he will make *any one* believe its just what is needed, and a trip over the W. C. and "shekels" for the company is the result.

—It gives us pleasure to note the marriage of Bro. Murray Miles, a member of Division No. 28, and a passenger conductor for the Montana Union, between Butte City and Helena, Montana. Bro. Miles was united to Miss Madie Coburn on Nov. 8th. Miss Coburn is a very estimable young lady, and is worthy of a model man for a husband, and we think Murray is the right man and in the right place. Both Murray and Mrs. Miles have our congratulations.

—One of the meanest and most contemptible actions we have noted lately, is that of certain citizens of Dubuque to make Brother Frank Sheridan personally responsible for the contemplated removal of the C., M. & St. P. shops from that city. It is only equalled by the attempt of the officers of that company to shift the responsibility of the Peru collision to Messrs. Clark and Fales. Brother Sheridan seems able to hold his own, however, and will have the support and sympathy of every fair-minded man.

—Information is wanted by several secretaries as to the whereabouts of members. Brother Skidmore, of No. 11, wants to know the address of Brothers J. B. Call, John W. Cox, Jas. B. Engle, Jno. Hartwick, J. D. Holder, H. R. Rice, T. J. Shepard, Jas. Sullivan, C. A. Woodin and Frank Worrell. Brother Moffatt, of No. 45, is looking for James Grimes, and Brother Campbell, of No. 124, has a tracer after D. T. Jeffries, M. Curtis, G. B. Silvernail, W. H. Jacobs, M. Lightnor and James Davis. Who knows where they are?

—We are in receipt of FORTY YEARS ON THE RAIL, by Charles B. George, an old conductor of long experience and who has a wide acquaintance. That it will be interesting to all railway employes goes without saying, while those who have no interest except to ride, will gain a better knowledge of the sunshine and shadow of a conductor's life by a perusal. Want of time and space precludes a more extended notice, but we shall recur to it again. Meanwhile we advise all our readers to send to the author and procure a copy. Address C. B. George, Elgin, Ills.

—In speaking of the Geneva Non-Magnetic Watch Company, Thomas A. Edison says: "During the past six months I have submitted the watches containing Paillard's Patent Non-Magnetic Compensation Balance and Hair-Spring to tests in different fields of magnetism. I find them exempt from magnetic influence, however strong and practically no retardation of the balance nor change in the rate occurs, even when in actual contact with dynamos or powerful electro-magnets. I have been carrying one of your watches in my pocket, and going around among dynamos and other electrical appliances where I have never been able to carry a watch without ruining it, and it has proved an excellent time-keeper. I consider Paillard's Balance a most wonderful and valuable invention, not only for workers around dynamos, but wherever accuracy of time is required."

—The readers of *Wide Awake*, for young people, are so accustomed to good reading and pictures that they will wonder how it is going to be better than ever this coming year. But it is. The new year has already begun with the holiday number just out—a truly great number, larger and richer, more varied, and therefore it must be better than ever before. And the publishers have a primer to send to those who want to know what *Wide Awake* is going to have in it in 1888. The wonder is that such a library and picture-gallery can be got together for \$2 40 a year—a thousand pages and everything fresh and new—stories, history, travels, biography, sketches, anecdote, adventure—and all instructive as well as entertaining. Two worlds are drawn from to make such provision for the education and pleasure of our children. Address D. Lothrop Company, Boston, Mass.

OFFICE OF RAILWAY CONDUCTORS—BENEFIT DEPARTMENT.

56 Third Avenue.

CERTIFICATE NO. Cedar Rapids, Iowa, January 1, 1888.

NOTICE OF ASSESSMENTS NOS. 104, 105 and 106.

Due immediately and Membership forfeited if not paid before February 29, 1888.

N. B.—No second notices are sent hereafter. Two benefits paid from surplus.

BENEFITS PAID FROM ASSESSMENTS Nos. 98, 99 and 100.									
Ass't No.	Ben No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.	
98	129	Mary B Seaver	Death	D C Seaver	Typhoid fever	Dec. 2,	1444	106	
99	130	Mrs T B Martin	Death,	T B Martin	Consumption	Dec. 2,	2536	102	
100	131	Mrs F Southwick	Death,	J A Southwick	Drowned	Dec. 9,	3939	170	
Surp.	132	Mrs W P Worden	Death,	W P Worden	Consumption	Dec. 9,	1254	155	
Surp.	133	Amza Crane	Dis.	Amza Crane	Rheumatism	Dec 20,	2466	106	

ASSESSMENTS.									
Ass't No.	TO BE PAID TO		FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.	
104	E B Tarring		Death	J R Tarring	Peritonitis	Sept. 13	5124	162	
105	Alice Z Shaw		Death	H J A Shaw	Murdered	Sept. 21	2095	212	
106	Elizabeth Papworth		Death	W Papworth	Abscess of liver	Sept. 28	816	85	

Claims for deaths of Bros Phillips and Case will be paid from the Surplus.

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. P. DANIELS, Treasurer

In Memoriam.

Ray, W F.—Died, on Tuesday, December 13th, 1887, at his home in LaFayette, Ala. after a lingering illness, W. F. Ray, a member of Montgomery Division, No. 98, O. R. C.

At a regular meeting of Montgomery Division, No. 98, Order of Railway Conductors, held Saturday evening, December 18th, the following preamble and resolutions were adopted :

WHEREAS, The Grand Chief Conductor of the Universe in His infinite wisdom has removed from our midst our beloved brother, W. F. Ray.

WHEREAS, In the death of our Brother Ray, this Division loses one of its most worthy members and one of its most faithful brothers, therefore be it

Resolved, That we extend to the bereaved relatives of our deceased brother our profoundest sympathy in this hour of sorrow.

Resolved, That our charter be draped in mourning for the period of thirty days.

Resolved, That these Resolutions be spread upon the record of our Division, and published in daily papers, and the CONDUCTORS' MONTHLY, and copies of same be sent to the family of the deceased brother.

R. H. HUDSON,
J. A. WADSWORTH,
W. M. LEWIS,

Committee.

Hannan John—Died, Dec. 18, 1887, of heart disease, Brother John Hannan, of Division No. 162. Respected and loved by all who knew him. He leaves a widow and four orphan children to mourn his loss.

Fisher—In Emmet county, on Oct. 20, 1887, in his 18th year, of chill from exposure, George Fisher, son of Mr. and Mrs. William Fisher, of Estherville, Iowa.

The foregoing chronic es the death of one of our best young men, stricken down in the first flush of manhood. George Fisher has resided with his parents in Estherville during the past six years, and since leaving school has been in the employ, first of O. Neville, and latterly of Cole & Bryant. He had the confidence and respect of his employers, and was beloved and esteemed by all who knew him because of his innate kindness of heart, pleasant speech and manly deportment. His body was taken to Cedar Falls, Iowa, for interment in the family burying grounds at that place, whither his remains were accompanied by the sorrowing parents and sympathizing friends.

Cronkhite—Died of typhoid fever at Stevens Point, on the 7th of October, 1887, C. E. Cronkhite,

WHEREAS, It has pleased the Almighty Father to remove from our midst our worthy brother, C. E. Cronkhite, be it

Resolved, That by his death we have lost an earnest, faithful brother; his wife an affectionate husband, and his children a loving father, and one who was ever ready to extend the hand of aid to the needy; be it further

Resolved, That the thanks of this Division be extended to the members of the Brotherhood of Locomotive Engineers and the officers and employes of the Wisconsin Central line at Stevens Point for their kindness and assistance to our brother and our Order; be it further

Resolved, That the charter of Stevens Point Division be draped in mourning for thirty days in respect to our esteemed brother; be it further

Resolved, That a copy of these resolutions of sympathy be sent to the Division of B. of L. E. at Stevens Point, and to the family of our deceased brother in their affliction, and may God watch over the afflicted wife and children.

WM. A. WEBSTER,
J. H. MURPHY,
F. G. MINNEBECK,
Committee.

Barron, H. F.—At a regular meeting of Stratford Division, No. 15, Order of Railway Conductors, held on Sunday, Nov. 13th, the following Resolutions on the death of our Brother Hugh F. Barron, were unanimously adopted :

WHEREAS, It has pleased Almighty God to remove from among us our beloved brother Hugh F. Barron, it is

Resolved, That while submitting with all patience to the will which has deprived us of his presence, we deeply feel the absence of one who has been so long among us, and in his sudden departure we recognize the slight thread that binds us to earthly things.

Resolved, That to his bereaved family we extend our heartfelt sympathy in th's their great affliction, more especially while considering the sudden manner of his death. Be it further

Resolved, That these Resolutions be spread upon the records of our Division, and a copy be sent to the family of the deceased, in testimony of our grief and sympathy, and that the same be sent to the RAILWAY CONDUCTORS' MONTHLY for publication : also that our charter be draped for the space of thirty days.

R. S. BUCHANAN,
H. C. ILES,
MARK WADE,
Committee

Stratford, Ont., Nov. 17th, 1887.

Also the following on the death of Bro. Barron. By order of Frontier Div. No. 189.

WHEREAS, Once more we are reminded that from dust we came and to dust we must return, It has pleased God in his infinite wisdom, to cause our hearts to bleed with sympathy on account of the removal from our midst Brother H. F. Barron of Stratford Division No. 15.

Resolved, That this loss we greatly deplore, and feel that in his death we lose a true friend and the Order a faithful member.

Resolved, That we deeply sympathize with his parents and relatives in their bereavement.

Resolved, That we remember with pleasure the frequent visits and assistance rendered our Division.

Resolved, That a copy of these Resolutions be sent to the Editor of the RAILWAY CONDUCTORS' MONTHLY for publication, and a copy sent to the deceased's parents.

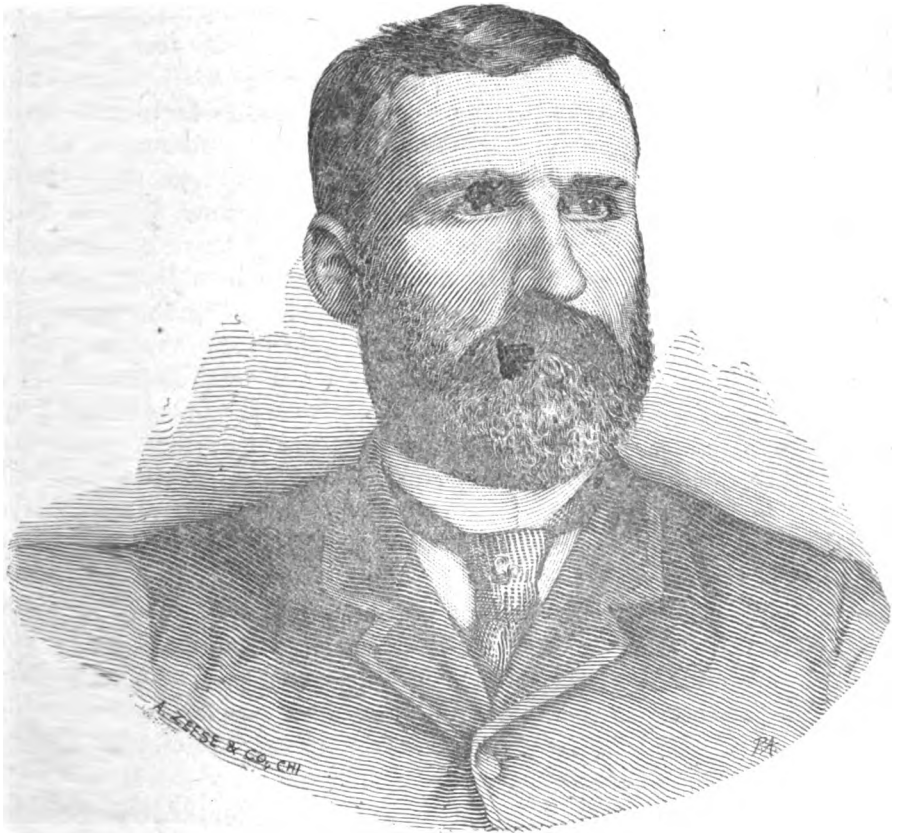
A. G. MANLEY,
ALFRED JOHNS,
H. MCINTOSH,
Committee.

THE RAILWAY CONDUCTORS' MONTHLY.

Volume V.

CEDAR RAPIDS, IA., FEBRUARY 1, 1888.

No. 2.



JOSEPH HENRY LATIMER.

JOSEPH HENRY LATIMER.

Joseph Henry Latimer was born in Rutherford county, Tennessee, September 5, 1839, where he remained with his father until the year 1858, when he accepted a clerkship in a dry-goods store, where he continued for two years, when he decided to make a change. After looking around as to his future, he decided to try his fortune in the railroad business; provided he could obtain a position and being very particular as to what kind of position, he being offered a position as brakeman on freight train, accepted the same with a determination to do better very soon if possible, and very soon saw his wish gratified, being promoted to freight conductor, which position he was filling when the little unpleasantness broke out between the North and South and helped to move the southern supplies and soldiers from Nashville, Tenn. after the surrender of Fort Donaldson. Continuing on the line of the Nashville & Chattanooga railroad, that is, the southern end of the road, until the summer of 1863, when he went with his train to Knoxville, where he began running to the Virginia Salt Works hauling out salt for the state of Alabama, continuing on this run until the attack on Chattanooga by the Federals, when he shoved out to Dalton, Ga., with a train of salt. Leaving his cars there he took his engine and cab, ran over to Chattanooga coupled onto a train loaded with machinery belonging to the N. & C. Road which he held on to and finally went to Decatur, Ga., where he was joined by all the rolling stock of the N. & C. road the company having established temporary shops there for the purpose of repairing up the rolling stock. After remaining there about one month once more he finds himself on the road to Augusta, Ga., where arrangements had already been perfected by the railway officials to place all the available trains of the N. & C. railroad to hauling supplies from Augusta, Ga., to Wilmington, N. C., there to be transferred to Lee's Army in Virginia. The subject of this sketch continued this run until the close of 1864, when he was ordered to Columbia, S. C., for the purpose of removing a lot of army supplies between Columbia and Greenville S. C. On his first trip out from Columbia one of those unavoidable accidents occurred which sealed his doom for the next two years. Passing out of Columbia on his first trip the windows of heaven were opened and not Angels, but torrents of rain came pouring down for several days, producing a terrible freshet in Broad river, whose turbid waters swept away every vestige of the road for twenty-five

miles. The financial condition of the road was so crippled that the progress of rebuilding was very slow, so much so that ere it was finished and reopened after the ravages of the freshet, a fate equally as destructive was in store for it. The Federal army under Gen. Sherman having arrived in and captured Columbia, proceeded to once more destroy this same twenty-five miles of road and more effectually than the freshet, for the freshet did leave the bridge over Broad river but the army did not.

Our subject took up his abode at Helena where was located the shops of the Columbia and Greenville road where he remained until after the rebuilding of the road and bridges which was not finished until the 16th day of September, 1866, very near two years after hostilities had ceased. Although Latimer had the pleasure, if it may be called a pleasure, of hearing the bomb shells and solid shot several times during the war, and escaped without having ever been captured although several times was cut off in front and rear with only a few miles left in either direction. During the last days of the war one of the last cargoes he hauled for the Confederate States was the President Jefferson Davis, also the Treasurer, from Newberry to Abbeville, S. C., while retreating from Richmond, Va.

The war now over Latimer settles down at Helena to patiently await the time when he could have his old faithful Iron Horse brought out of the round house and steamed up to start for his native land. However while waiting for the rails to be laid his attention was directed in another direction which terminated in the accomplishment of one of the most important steps in the life of man; he found a partner to share the joys and sorrows of his life, who accompanied him to his Tennessee home, thus Tennessee captured Carolina, arriving in Nashville on the 25th, of September, 1866. After a few days rest he once more swings on to a freight train and resumes his old run, after near four years absence, holding down this position faithfully he was soon promoted to a passenger train which he continued to run until promoted to his present position, having run his last trip May 6th, 1885, having at that time been promoted to the position of South Eastern Passenger Agent with headquarters in Atlanta, Ga., thus closing a career of 25 years of constant service as conductor with the one company, having as he says never had any cause or desire to change roads, thus it will be seen that the officials of the N. C. & St L. railroad appreciate their old and faithful employees. Bro. Latimer became a charter member of Rock City division No, 135, O. R. C. in the summer of 1884 and was elected S. and T. which position he held until his removal to Atlanta, where he aroused enthusiasm sufficient to have a division organized there, which is in a

very flourishing condition with Bro L. serving his second term as C. C. Since his sojourn in Atlanta he has organized the following divisions, Macon, No. 123. Augusta. No. 202, Columbia, S. C. No. 215, Savannah, Ga., No. 218 and assisted in the organizing at Pensacola, Birmingham and Charleston. Bro. L. was a delegate to the Nineteenth annual meeting of the Grand Division at New Orleans, and was elected a member of the insurance committee, which position it is hoped he will be spared to fill for the next three years and continue to go on in the field of usefulness for many years to come, before being summoned to make his final report to the Grand Chief Conductor of the Universe.

AN AMERICAN HUMORIST.



Robert Jones Burdette has just completed his forty-third year. Like his present biographer, he is a native Pennsylvanian, having been born at the post-village of Greensboro' in the extreme southwestern shire of "Old Keystone," July 30, 1844. His father, Frederick E. Burdette, of Virginia, was of Huguenot lineage, and his mother of Welsh-German parentage. While their son Robert was yet an infant, this well-mated couple decided to move to Cincinnati; and when he was about eight years of age, the family left Ohio's metropolis for the thriving city of Peoria, Illinois, where, to quote his own type-confession, Bob Bur-

dette "devoted two solid hours of each day to learning how to make a new kind of noise." By the time he was thirteen years old (he says) he had accumulated noise enough to last him the rest of his natural life, and enable him to use three kinds of noises the same day. At Peoria he mastered a common school education. This, he once told me, was all he ever got and more than he deserved. In 1861, the future soldier, journalist and fun-maker graduated at the Peoria High School. A few months later, we find him, at the impetuous age of eighteen, a private in Company C, 47th Regiment Illinois Volunteers. He served through the war, being present at the siege of Vicksburg, and was a member of the Red River expedition. At Corinth he signally proved his fearlessness and valor.

The humorist's newspaper career began in 1869. He had been on a visit to New York, and wrote several racy letters from the great city to the Peoria *Daily Transcript*. His aptitude for journalistic work being clearly shown, when these letters were published, Mr. Burdette was offered a responsible position on the *Transcript*, and he soon went up higher to become night-editor. This promotion made him very proud. He admits, *not* confidentially, however, that he immediately began to wear gloves and ordered dress shirts that buttoned behind. He held his head up so high that memory got dizzy, and it seemed to Bob only a dream that he had ever been "a happy, guileless, barefoot boy, sitting behind a woodshed in the old yard on Monroe street (where the Peoria postoffice now stands) making, in boyish solitude, frantic primal effort on the first and most surreptitious cigar."

On the 4th of March, 1870, he married (I again use his own phrases) "the best and sweetest little woman in the wide, wide world. The Lord did His best when He made Carrie Garrett, and it's a mystery why He didn't find or make her a husband to match." Mr. Burdette's wedding was at the bedside of an invalid maiden, whose heart had long been in his keeping, but whose life-tenure was, on this solemn occasion, extremely precarious. "Her Little Serene Highness," as he affectionately called his wife, was spared, for nearly fifteen years, to be his comfort and guide. The "Prince," their only son, is now a handsome, sturdy, intelligent boy, the junior R. J. B., who says he is ten going on eleven. The bereaved father and child are almost inseparable. Their present home is at Bryn Mawr, one of Philadelphia's most beautiful suburbs. Pen-pictures innumerable have glowingly exhibited the devotion of Bob Burdette to the wife he so unselfishly loved and tenderly nursed. It was she who first coaxed him to do humorous paragraphing and sketch writing for the press, and who made him realize that his

peculiar talents could be used to advantage on the lecture platform. A lady living in Rochester at the time Mr. and Mrs. Burdette were spending a few summer weeks at Nantucket, wrote thus admiringly and feelingly of the man we all esteem: "I have learned that he who touches, as with a fairy's wand, the fountain of mirth and laughter and cheer for others, bears in his own heart the constant pain—hardest of all pain to bear—of seeing his nearest and dearest a helpless invalid. And yet with a devotion, such as few men are capable of, his brave young strength freely, sweetly, tenderly given to her whom he has promised through life to protect. Of him may it truly be said, 'Greater love hath no man than this, that he lay down his life for his friend.' For daily, hourly is this service of his rendered. Mrs. Burdette is as helpless and dependent upon her husband as a little child. Wherever he goes, she goes; she is his guardian angel, and he hers in a literal sense. About the streets of the island town he wheels her wicker chair so carefully that not a jostle pains the sensitive body or startles the nerves of the invalid. Into the dining-room of the hotel he comes bearing his fragile wife in his arms; every want, every most trivial wish of hers is attended to by him, and all 'for love's sake.' There is a kind of patience that submits with dumb resignation to what burden God may send; there is another kind that lifts its head and sings God's love the while, shedding human sunshine over all, and healing its own heart at the same time that it heals the hearts of others. From this latter patience bubbles up the mirthful genius of Burdette's writings. It is said that he dashes off his humorous sketches first to gladden the heart of his wife and relieve the lonely hours of her invalidism, then gives them to the public and sets the whole literary world in smiling mood. Let us reverently uncover our head to him who has so reverently proven himself a hero."

Shortly after his marriage, the genial humorist in partnership with a brother of the quill, whose name I have forgotten, began the publication of an evening paper, titled the *Peoria Review*. "It was a comforter for nearly two years," says Burdette, "as it brought me few cares and no uncertainty. I knew every Monday morning that on the next Saturday night I would not have money enough to pay the hands. During my career as editor of that wretched sheet, it never disappointed me in that particular—not once. Finally the sheriff took us into partnership, and there was a glorious increase of activity. He was an enterprising man—very. He realized more in an hour than I had done in two years. Presently that partnership dissolved and I, naturally, looked around for something to do. I thought I would try and get on the *Burlington Hawkeye*. It was a sober, staid old paper, financially solid. I was

young and active. Thought I, 'I can do that paper good. If I can get on the staff, I am sure it will do me good. Well, I was thinking of going over there when one day its manager, Mr. Wheeler, came to see me, and offered me the position of city editor and special reporter. If I live ten thousand years, it will not be long enough time for me to be sufficiently thankful that I accepted the offer, and, besides that, I am very proud of the fact that they sent for me. It gave me an independence of personal satisfaction from which I have never recovered. I don't try to be funny in my waitings. I have an idea occasionally and when I get it loose people laugh. Then I review the remark and shake it out to find the fun. My perception of a joke is not hung on a hair-trigger."

Mr. Burdette has not been editorially associated with the *Hawkeye* for several years. Of late the Brooklyn *Eagle* has plumed itself upon the fact that its luminous wings bear, to the world that laughs, most of the comical originalities of Robert the Rib-tickler. His facility and gracefulness of expression seem unimpaired; his keen sense of the ludicrous undimmed, "Burdette's humor," according to a critical estimate in the Boston *Daily Globe*, "is always sparkling and in good taste. It has not the whimsical elegance of Charles Dudley Warner or the cynical undertone of Mark Twain. Its keynote is struck from the life of the people, and, like them, it is good-natured, gay, volatile, occasionally facetious, at rare intervals slightly satirical, turning easily from laughter to sentiment, and from tears to laughter again. Like Mark Twain, he likes to get hold of the harmless little foibles of human nature, the prejudices in which it indulges and the foolish actions which it perpetrates. But he treats them differently. He makes fun of them, and yet his fun is more kindly, tender, and considerate. He has an affectionate fellow-feeling for his kindred that is apparent in all his laughter."

Three books, four lectures and many volumes of uncollected newspaper merriment, in prose and verse, have made the American public familiar with Robert J. Burdette, and attest his great industry as a writer. In personal appearance, he is below medium height, weighs about one hundred and thirty pounds, is very easy in manner and free and affable in conversation. His forehead is (as seen in the portrait) rather low, yet broad and massive. A pair of dark, bright, soul-seeking eyes and a black mustache that is scarcely formidable enough to overawe a rounded chin, resting confidently on a stout neck, are the facial characteristics of this, our fellow citizen, good and true, whose patent of nobility is incontestable. Up and down the land he has gone for the past dozen years, sowing fruitful seed in genial soil. The following is his own account o


how he came to lecture: "Mrs. Burdette prompted me to it. One day when she was lying helpless she said she believed that if 'those fellows' could make money I could. And so she sat me down to write that lecture; and from time to time I rebelled with tears and groans and prayers. I told her I was too little, that I had no voice; that I couldn't write a funny lecture anyhow. She kept me at it, and in due time we had the lecture in our hands; 'The Rise and Fall of the Mustache,' that was all right enough; now, how to get an audience? I thought I would try it first at Keokuk. If I delivered it first at Burlington, even if it were tame, tamer, tamest, I thought they might pat me on the back. But Keokuk hated Burlington. I thought: If it's flat the Keokuk folks will tell me so. Mrs. Burdette said that, as she was responsible for that lecture, she was going to hear the first delivery. So I carried her aboard the cars, we went down to Keokuk and they pronounced it good."

Since then every city, town and hamlet in our mirthful American world has endorsed the verdict of Keokuk. It has been noted that when Bob Burdette came a stranger to a strange place, he found old-time friends on almost every street and made new friends everywhere. "He preserves (says a Western editor) so much of that good old-fashioned, kindly sympathy and simplicity, which all the world loves, yet of which much of the world tries to rid itself, that it is very difficult to know him and not like him. We did not try."

His quaint letters hastily penned while on the road, show his bubbling spirit, his jocund appreciation of the eternal fitness of seasons and things. One winter day, eight or nine years ago, I found this postcard, face upwards, on my editorial desk:

Warsaw, Indiana, Dec. 12

My dear Luken
 It's too awfully cold
 and muddy to write letters
 but I'm glad to think about
 you. Ever
 Bob Burdette.



Another time, when he had been asked by a committee of newspaper men to meet them in banquet array, he wrote in this vein: "I cannot be there at the St. Nicholas and keep a lecture engagement at Shrewsbury, Massachusetts, the same night. My heart is with the guest whom you honor, and I could crowd this page full of good wishes for him. I hope he will grow tall and rich out West. Tell him to stop and

see my brother John and the rest of the *Hawkeye* people as he passes—literally *passes*—through Burlington. Bid him not eat any lunch at Ottumwa; a stranger eats it only to die. Tell him to dine at Chariton and mention my name to the landlord. It won't cost him a cent to talk about me. Supper will be ready for him at Red Oak, and when he crosses the Missouri at Omaha, he must crawl under the seat, for the bridge is so high he will fall out of the car window if he sits up."

Of Philadelphia, to which, in later years, he became greatly attached, he wrote in 1879 the cleanliness was appalling. "It makes you think of a heaven of house-cleaning and an eternity of mops and brushes. Sometimes I have been irresistibly impelled to go out in the street and scrape up a handful of mud to throw against a snowy blind. And I did go out into the street with that intention; but when I got there, I couldn't find any mud. If you want to throw mud at anything in Philadelphia, you will have to take your mud with you."

Such is Robert Jones Burdette as he is known to tens of thousands by written word and gleeful voice. My personal intimacy with him has been long maintained and to me has been a well-spring of pleasure. He is one of those mirrored by the poet in these lines :

The sweetest lives are those to duty wed,
Whose deeds, both great and small,
Are close-knit strands of an unbroken thread,
Where love ennoble all.

Concluding my unequal narrative of a friend and fellow-laborer in the pastures of literature, one smiling field of which we have jointly tilled to advantage, I accept his own decision that for us (the fools of the lighter sort) the earth is fairer and the stars are brighter. To us the sunlight is not hateful; to our ears and our hearts, alike, the song of the summer birds are sweeter. There is laughter and music in the air around us, and, as our own hearts are lighter, the world about us is made better. Let us persist in our folly. What care we if the world be round or flat?

HENRY CLAY LUKENS.

—*In Ladies' Home Journal* _____

JAIL STATISTICS OF ONTARIO.

The report of Brother James Oglevie, Governor of the County Jail in Ontario, presents some valuable statistical information, and we take pleasure in printing a summary of the report, as follows :

"The number of prisoners in jail on October 1st, 1886, was 39—29 males and 10 females. During the year 875 persons were committed—

719 males and 156 females. Of these 42—33 males and 9 females—were under 16 years of age; 360 were committed for the first time, 134 for the second time, 65 for the third time, and 286 were old frequenters; 180 of these were discharged by order of the court or judge without a trial, 8 were of unsound mind, 12 were committed in default of finding sureties to keep the peace, and 662—531 males and 131 females—were sentenced. Of these 662 there were afterward removed to Central Prison 38, sent to Central Prison direct 37, to Andrew Mercer Reformatory 20, to Penitentiary 4, to Penetanguishene 10, and 553 served their time in the jail; 350 served terms of under 30 days, and 180 between 30 and 60 days. The others ranged mostly from two months to a year. The total number of days in custody for all the prisoners was 12,695. In nationality 372 prisoners were Canadians, 222 Irish, 142 English, 69 from the United States, 56 Scotch, and 14 from other countries; 315 were Roman Catholic, 305 belonged to the Church of England, 118 were Presbyterians, 109 Methodists, and 28 belonged to other religions; 318 were married and 557 single; 183 were unable to read or write; 91 were reported temperate and 784 intemperate.

The jail expenditure for the year was \$5,392.80—for food, clothing, etc., \$2,103.54; for salaries, \$2,900; for repairs, \$389.80. The daily cost per prisoner was 5½ cents. The offences for which the prisoners were sentenced were: Abusive language 3, assault 44, assault (felonious) 2, abduction 1, cruelty to animals 3, cutting and wounding 1, deserting employment 1, destroying property 11, drunk and disorderly 303, embezzlement 4, escaping from or obstructing constable 9, fraud 1, horse or cattle stealing 2, house breaking and robbery 2, indecent assault 1, keeper of house of ill-fame 1, larceny 75, manslaughter 1, trespass 26, vagrancy 98, other offences 33. The occupations of prisoners committed were: agents and travelers 5, bakers 3, barbers 4, bartenders 1, blacksmiths and boiler-makers 18, boot and shoe makers 35, boys (no occupation) 36, brickmakers and layers 9, broom-makers 2, butchers 7, cabinetmakers 5, carpenters 21, carriage-makers 4, cigar makers 6, clerks, book-keepers and students 8, collectors 3, coopers 6, dressmakers 1, engineers and machinists 12, farmers 6, gardeners 3, grocers 2, harnessmakers 2, bolters 2, hotelkeepers 2, laborers 361, masons and stonecutters 8, moulders 16, pedlars 5, printers 2, plumbers and painters 23, photographers 1, railway employes 2, sailors 10, school and music teachers 1, servants and wash-women 95, tailors 9, tanners 3, teamsters 4, tinsmiths 4, weavers and woolworkers 10, whitewashers and plasterers 6, wood-turners 5, no occupation 10, other occupations 97."

CURIOSITY'S DEFEAT.

"With a place to stand," said Archimedes,
 "Just a place for my lever to rest,
 "I will move the world, then, with ease,
 "Only furnish the chance for the test."
 "To see the world move," the people replied,
 "We must watch the philosopher's hand,"
 The theory was sound, yet never tried,
 For no place could be furnished to stand.

Acoustic philosophers did theorize
 Upon the transmission of sound,
 Claiming "the man in the moon" to surprise
 With a unit of noise from the ground.
 If *all* the people would shout with one voice.
 When a certain time was specified,
 Surprise would leave his moonship no choice
 But to *start*, once the theory tried.

Since "the man in the moon" every one knew
 From childhood to failing old age,
 This novel scheme round the world flew,
 Rapidly becoming the rage.
 So quietly did he move through all space,
 In every full moon forming part,
 Anticipation crowned every face
 At the prospect of seeing him *start*.

No one dreamed, at first, of refusing
 To do their part to awake him,
 The all-pervading idea was enthusing
 With united voices to shake him.
 A query suggested, to some in the mass,
 "If loud shouting hindered the sight,
 How could they see what come to pass,
 While shouting with all of their might?"

One lady said, "My voice is so weak,
 My silence will have no effect,
 In such a vast throng, were I to speak,
 The difference no one could detect."
 Her idea, in secret, to a friend she repeated,
 But her friend had determined likewise,
 Out of their *voices* should they be cheated
 Because there was use for their *eyes*.

Strange, what effect the interests of science
 Had upon the people assembled,
 If in the theory they placed reliance.
 For their *silence* should they have trembled.
 The momentous theory and hour to try it
 Arrived to test the "sound" craze,
 Each one determined *they would be quiet*,
 While they fix on the moon a *sure gaze*.

As the moon arose full, awaiting the din,
 The old orb was large, round and shiny,
 A deaf old woman who lived in Pekin,
 Said "I'll shout to be heard throughout China.

Shouting won't affect me, it is clear,
 In my deafness, for once, I rejoice,
 I can see, shouting, for I don't hear,
 My eyes won't be dimmed by my voice."

At last the looked-for signal was given,
 When each one would shout with a will,
 Looking to see if all space was riven,
All but the deaf one were still.
 The guilty crowd philosophers blamed,
 Because they saw not the man start,
 No one, at heart, feeling ashamed
 For failure in doing *their* part.

Religious faith and mechanical laws
 Are absolute in their demand,
 For an effect there must be a cause,
 It seems, the world was so planned.
 Laws are for all, no one exempted,
 But once their rule is rejected,
 Honestly say, "curiosity tempted,"
 Don't cry, "*Just as I expected.*"

S. E. F.

ROYALTY ON EXCUSES.

One of the most discouraging things that a large proportion of the men about town have had to contend with the past few years has been the framing of proper excuse for going down town evenings. A man who has a comfortable home, and is surrounded by every-thing that a man needs in the way of society, literature, etc., it would seem, would be content to stay at home evenings, but human nature is such that those who are the best fixed in these respects, have longed to go down town evenings. They do not know what they go down town for, but it has become a national habit, and they go down regularly visit the hotels and clubs, talk a little with acquaintances, and go home. Most of these men go home early enough, and the only fault that can be found by the wife is that the husband goes down town at all, or wants to go. The husband will admit to his wife that he would stay at home, but— And here comes in the need of a reasonable excuse for going down town. Men have grown old and brain-weary in studying up excuses for going down town. The time has been when the lodge played an important part in the business, and every lodge has been worth more than the cost of initiation and dues, in providing proper excuses. Men have joined six lodges, in order to have six excuses for six different evenings, but the dues and assessments have driven many to withdraw from some of their lodges, and trust to bull-head luck for an excuse

when the evening came. "Going to see a man," was worth much as an excuse, until it became a chestnut, and now there is not a married woman in the land but can over-come that old excuse, and a husband must be hardened, indeed, who would leave his home of an evening on that old excuse. Many men have worked the "committee meeting" racket for an excuse, until it is quite as threadbare as the going to see a man. The telephone was a *bónanza*, the first year or two of its existence, as it was easy for a man to arrange with a friend to telephone him to come down at once. The wicked man would pretend that he was going to stay home, and would have his slippers and dressing-gown on, in the library, when the telephone bell would ring, and he would send his wife to answer it, and the friend would tell the wife to send her husband down town at once, on a matter of importance, which would save him money. The wife would brake the news to her tired husband, and he would groan, and say it did seem to him that a business man could never have a moment to himself, to enjoy his home or family, and he would say he had a great mind not to go, as he didn't believe but what he could attend to the business in the morning, but the wife would think of the remark about saving him money, and she would say, "O please go. It must be something important or the man wouldn't telephone for you." And the poor overworked man would tear himself away, and go off with a sigh, until he got around a corner, when he would slap his leg and bless the wonderful telephone. The telephone was a *bonanza* until a few fellows made raw breakes, mistaking the wife for the husband, and saying, Old man, this telephone business beats the world. Come down as quick as you can, for the boys are arranging for a little game of draw." When a few wives got on to the telephone scheme they carried the news all around, and now a man would not consider his life safe to have a friend telephone him to come down town. Last year the mining craze helped a great many men out. There was hardly a man but had a little mining stock, and some of them who had no faith in mines bought a few shares cheap, in order to play "meeting of board of directors," on their unsuspecting wives. They would talk about sinking shafts, "running levels," and sixty per-cent pure ore, and stock going up, etc., until the poor wives wished there was no iron ore in the world. There would be alleged meetings every night. of the "Big Bonanza Mining and Land Co.," or the "Tusarora," or something, and many otherwise excellent citizens, carried a chunk of ore in their pockets constantly, to fool their wives. There has been millions of "meetings of directors," the past year, which never met, except around the billiard table, or the poker table. But the mining craze has passed away, and many men are thrown

upon their own resources for excuses to go down town evenings, and it takes much valuable time, extraordinary brain work to fix up excuses. But just as all excuses seem to have become too thin, and overdone, a lady has come to the rescue. This lady has been married, in fact is married now, though by failure of her husband in business, she is thrown upon her own resources to make a living. For years she has watched her husband, and has seen what a strain it has been on him to think up excuses to go down town evenings, and she has brought her active brain into action, and proposes to furnish excuses that will work every time, in the best regulated family. She will prepare an excuse, which she knows is a good one, and will allow a certain number of gentlemen to work it on a royalty. That is, by paying her one dollar per month, she will impart to them an excuse warranted to last a month, and if she can get a hundred gentlemen to use the excuse, she will be making a good thing. There are a hundred men that would jump at the chance of paying a reasonable price for an excuse that would be taken at its face by their wives. The sum of twelve dollars a year is small, when it is considered that it takes all the hard work of thinking up excuses off the men. Any gentleman would pay it willingly. The lady started in last month with forty customers, and the excuses gave such good satisfaction that this month she has seventy-five subscribers, the most of the gentlemen having been so pleased that they have steered a friend or two on to the scheme. The first of the month the manager of the "Excuse Bureau," mails to each subscriber a slip of paper containing the excuse for the current month, printed with a type-writer, on manifold paper, and the customer studies the excuse and is prepared for a month of fun going down town nights. The lady promises that she will not send a copy of the excuse to two men in one house, or to gentlemen who are near neighbors or intimate friends, for fear the wives of the gentlemen may get to talking about their absent lords, and compare excuses. It will be readily seen that it would be awkward to have it discovered that the same excuse took two gentlemen down on a particular evening. This new branch of business is destined to become popular, and paying. If it proves successful here, the lady proposes to establish branch offices in all large towns and cities. THE SUN would not attempt to create discord anywhere, but if the ladies whose husbands have the same excuse for going down town for a month, every evening, would compare notes with certain other ladies, who are similarly afflicted, and find that the same excuse is working all around a neighborhood, they could have a good deal of fun telling their husbands they are onto the scheme.—*Peck's Sun.*

LICENSE DEPARTMENT.

FOR IMPROVED RAILROAD SERVICE.

A bill will be introduced in the next congress "to provide for licensing railway conductors on certain railways in the united states," the object of which is to secure greater efficiency in railway service and thereby lessen the risks of accidents and disasters. Any measure promising to improve the service of our railroads in this respect will be heartily supported by the traveling public—which means the people everywhere.

Some of the most horrible railway disasters that have occurred in this country have been due to incompetent conductors and engineers. These guardians of the lives and property of the people should be men whose ability, habits and experience are absolutely known to be such as fit them for the responsible positions, and any movement looking to the betterment of service in this respect will be gratefully recognized and earnestly encouraged.

THE TRIBUNE is glad to see that the measure proposed is zealously advocated by the capable and deserving conductors of the country, who, by the way, are as a rule the least appreciated of public servants. Their faithfulness and skill have prevented many serious disasters, the danger of which the traveling public was at the time wholly unconscious. It is due to them as well as to the traveling public that none but the tried and proved conductors and engineers should be permitted to "run" and "pull" the railroad trains of the country.

Inefficiency in this service is a discredit on the whole brotherhood of conductors and engineers. It is more than that; it is a crime.—*Detroit Tribune.*

THE RAILWAYS AND RAILWAY MEN.

Petitions have been scattered abroad in Memphis and in all the other cities and towns in the United States recently, seeking signers, who are asking of the government certain favors. Here is a copy of one of the petitions which explains itself:

To the Honorable Senate and House of Representatives of the United States of America in Congress Assembled:

The undersigned, citizens of the United States, respectfully represent that, in their judgement, there is a public necessity for national legislation regulating the appointment and licensing of railway conductors in charge of railway trains engaged in interstate commerce, either in the transportation of freight or passengers, to the end that greater safety of life and property may be insured.

We therefore pray your honorable bodies for the enactment of a statute requiring all such railway conductors to be licensed and examined by a board of inspecting officers, to be appointed under authority of congress, with a national board having general supervision, and providing that no such railway conductor shall be employed on any railway train engaged in interstate commerce until he shall have first been examined and licensed according to law.

And your petitioners will ever pray, etc.

This matter is of great importance to all railway conductors on both freight and passenger trains. It is intended to have a bill so constructed as to prohibit railroads from employing in these responsible positions irresponsible men, and to this end a bill has been drafted, copies of which only appeared before the public a few days ago, which will be presented before the next congress for its consideration. In speaking of these petitions and the bill referred to, yesterday Conductor Zack Goodwin of the Mississippi and Tennessee road said: "We expect to get all of the railroad men in this country to sign the petitions, and we are quite sure of securing the names of all other persons to whom the petitions are presented. Not only will conductors and engineers sign then, but railroad men in all other positions will be in for affixing their signatures to the papers, because many of them expect to become either conductors or engineers. It was last May at New Orleans when the Order of Railway Conductors met there to take these measures, and from all I can see and hear I think we are more than apt to get them through. You see" continued Mr. Goodwin, "that the enacting of such a law as the one we ask for will not only result beneficially to all conductors who are capable and experienced men, but it will be of great advantage to the general

public and to the railroads themselves in the way of preventing much loss of life and property. It is a fact that more railroad accidents have resulted from the employment of inexperienced men by railway companies than in any other way, and by having good, capable men, a railroad may avoid a great many accidents. The bill which is to be introduced before congress will require that before any man can serve either as conductor or engineer, he must have at least two years experience in the business.—*Memphis Avalanche*.

COLOR-BLIND.

President Thomas, of the Nashville & Chattanooga road, refuses to let the engineers, firemen, conductors and section agents on his road go before the committee appointed by the legislature of Alabama, now in session at Birmingham, to examine the eye-sight of such employes. The act, as passed by the legislature, provides that the employes of every road passing through the state shall be so examined. As a result of the committee's work, quite a number of the most experienced conductors on the Louisville & Nashville and the Memphis & Charleston roads have been thrown out of employment, and there is much dissatisfaction with the committee.—*Exchange*.

The above illustrates what conductors in every state will be obliged to submit to if they do not take measures to protect themselves.

A NEW LAW.

THE PROPOSED ACT TO PROVIDE FOR THE LICENSING OF RAILWAY CONDUCTORS.

There lies before us a copy of an act entitled, "An act to provide for licensing railway conductors within the United States," which will come up before the House of Representatives at the next meeting of Congress. This bill is the result of several years' study on the matter of license for conductors, and is believed to fulfill the conditions which will be required. The preface sets forth the dangers which exist and the terrible accidents that occur daily from the reckless and ignorant management of trains by conductors incompetent to take charge of them, and calls upon the people to assist in rendering their journey through the country more safe than at present. This bill has been approved by representative conductors from every state and many of the territories of

the Union, and is, in a practical sense, unanimously endorsed by all the capable and intelligent conductors everywhere. The text of the law is very diffuse, containing twenty-eight long sections, and our space will only permit us to notice briefly a few of these, but its principal provisions are as follows :

That on and after the first day of July, 1889, no railway company in the United States shall employ, or permit to act as conductor, any person who has not been licensed according to the provisions of the act. That a chief examiner, whose term of office shall be five years, shall be appointed by the President by and with the advice and consent of the Senate. He shall be selected with reference to his fitness for the position, and shall have had not less than five years' experience as a conductor. The salary of this officer is fixed at \$3,500 per annum, with a mileage fee of ten cents a mile for territory traveled over in the performance of his duty. Ten supervising examiners shall be appointed by the chief examiner, with the consent of the secretary of the treasury. Each of these officers shall be selected upon the same grounds as the chief examiner, and shall have had the same experience as that officer. The salaries of these officers is fixed at \$2,500 each per annum, and mileage as in the case of the chief examiner. The territory of the United States will be divided into ten districts with one of these supervising examiners over each district, and under each of these supervising examiners will be two district examiners, who shall have each had five years' experience, each to receive a salary of \$2,000. In case the district examiners have more work than they can attend to, assistant examiners will be appointed to assist them, and the secretary of the treasury may permit the appointment of clerks to the different examiners and boards of examiners at a salary of not more than \$1,200 to each clerk so appointed. The chief examiner and supervising examiners shall constitute a national board of examiners, which shall meet at Washington as soon as practicable after their appointment to organize and enter upon their duties, and shall meet at the same place thereafter once in every year. No person of intemperate habits shall be licensed as a conductor, and no person whomsoever shall be granted such license who has not had two years' experience as a conductor or brakeman on a surface steam railway.

In the act the duties of all officers are clearly defined, and penalties for neglect of duty carefully prescribed, and altogether the act looks like one which will be apt to stand all the hammering it is sure to receive before it has passed the House and Senate and becomes a law. In this demand for a license system in their profession we do not see that the conductors are asking anything unreasonable. If licensing conductors

will lessen the liability of accidents, it is a measure which should be passed in the interest of the common weal, and should receive the endorsement of railroad corporations as well as the traveling public, as millions of dollars' worth of property is destroyed annually as the result of wrecks in every part of the land. We do not know how many of these wrecks are the result of incompetency on the part of conductors, but judging from the almost inevitable discharge of these functionaries following a wreck, there must be a great many of them. We may not have full light upon this important question, but from what we are able to see and recognize from a careful perusal of the act, we feel like wishing our friends of the O. R. C. every success in the achievement of what we cannot help but believe a humane and laudable design.—*Denison (Tex.) Sunday Gazetteer.*

THE DEADLY CAR-STOVE.

A Washington dispatch says: Congress will be urged this winter to pass some measure looking to the correction of the present system of heating railroad cars. Experience has demonstrated that the stoves now in use have more than doubled the number of victims in railroad accidents. It is thought that a bill will be introduced forbidding the use of stoves in railroad cars. This would have the effect, it is believed, of forcing the railroads to invent some substitute for the fatal stove that would insure greater safety to the traveling public. In this relation, it is probable that a bill will be introduced to license railway conductors. At the meeting of the National Association of Railway Conductors last summer, a bill was prepared on this subject which will be submitted to Congress this winter.

The first section of the act provides that on and after July 1, 1889, no railroad in the United States engaged in transportation from one state or territory to another, or to a foreign country, shall employ or permit any person to serve as conductor unless such person is licensed, as provided in the act. The second section provides for the appointment of a chief examiner by the President, by and with the advice and consent of the Senate, to carry out the provisions of the act, to receive a salary of \$3,500, with traveling expenses, who shall, from time to time, report to the secretary of the treasury. Another section authorizes the appointment by the chief examiner of ten supervising examiners, at a salary of \$2,500 per year each and traveling expenses, all to be selected for knowledge, skill, and practical experience in railway train-service and the operation of trains. The chief and supervising examiners shall meet in

Washington and organize on the second Wednesday in each January following, with the approval of the secretary of the treasury. They shall divide the United States into ten districts, and in each district there shall be two district examiners, at a salary of \$2,000 per annum, and in addition assistant examiners when their services are actually needed, at a salary of not exceeding \$1,500 per annum.

Under the provisions of this act the conductors are required to show the license on the demand of any passenger. The railway companies employing an unlicensed conductor are subject to a fine of \$500. It is not thought this measure will pass in its present form, but many members are confident that a general discussion of the subject will result in some legislation of benefit to the traveling public.—*Exchange*.

RIGHTS OF TRAINS—INTERESTING QUESTION.

NICTORIA, Tex., Dec. 28, 1887.

To the Editors of the Railway Age :

I enclose you two time card rules governing the movements of trains:

15. Trains bound West will have the right to the track against trains of same class moving in the opposite direction, until they are twenty-five minutes behind their card (leaving) time. Trains bound East will wait twenty-five minutes for trains of the same class moving in the opposite direction, after which they will have the right to the track indefinitely as against trains of the same class moving in the opposite direction, keeping twenty-five minutes behind their card (leaving) time at each and every succeeding station, until the expected train is met; but speed must not exceed that allowed by their regular card time. When arriving and leaving time is given at stations for one or both trains, the leaving time of the train that has the right to the track will be the card time for both trains, in accordance with this rule.

16. Always allow five (5) minutes for possible variation of watches. This must be allowed at meeting places, and also when instructed by telegraph to leave a station at a specified time against any expected train, and in all other cases where any possible danger may arise from difference in time.

Please decide the following proposition under these rules:

Trains 151 eastbound and 151 westbound are of the same class.

151 east is due to arrive at S. 12 25 P. M. and leave at 12.40.

152 west is due to arrive at S. 12.40 P. M. and leave at 12.55.

What time has 152 if behind time in which to make S—for 151? Or, the same question in another form: How long must 151 wait at S. before proceeding against delayed 152? X.

We should say that under the wording of the rules, No. 152 has until 12.55 plus 25 minutes, or until 1.20 to make S., although, on the other hand, No. 151 appears to be required to wait only 1.10. There seems to be a conflict in the rules. What do our readers think?—*Railway Age*.

The question in this case is simply as to which is the ruling train: Westbound trains have the right to the road for twenty-five minutes; after that eastbound have the right to the road indefinitely. In this case

No. 152 has the right to the road and its time should govern; but it may, and probably is, claimed by many that No. 151 acquires and No. 152 loses the right to the road at 1.05 P. M. There is opportunity for misunderstanding, and while we do not consider that there is any conflict in the rule, it certainly is a bad one and should be corrected. The last paragraph of rule 15 reads as follow: "When arriving and leaving time is given at meeting points, the leaving time of the east (or west) bound train will govern." Then all opportunity for misunderstanding is avoided.

A bill will be introduced to the next General Assembly providing for the licensing of railway conductors within the United States. This move on the part of railway employes is one that concerns the great mass of people in this country, and a step, too, in the right direction to insure the traveling public safe and competent agents in whose hands so many lives are entrusted. The act provides that on and after the first day of July, 1889, no railway company within the United States which is engaged in the general transportation of property or passengers, shall employ or permit any person to serve as a conductor unless such person is licensed as provided for in the act, and approved by the chief examiner. The traveling public are particularly interested in this act, to the end that the terrible accidents, resulting in the loss of life, may be reduced, by providing that none but competent men be placed in charge of those lives. It is a lamentable fact that many of the most serious accidents are the direct cause of incompetency on the part of those in charge of trains, several instances having occurred within the last year. It is for this reason that the conductors have banded together in an effort to better the condition of the public's safety while riding on railroad trains. If this bill should pass Congress, which it undoubtedly should, it will add to the railway systems of the United States a link which has always been broken, and weld the confidence of the populace with the assurance of a safe journey.—*Garrett (Ind.) Weekly Clipper.*

Wm. P. Daniels, of Iowa, a practical railroad man, is the author of a bill which it is sought to have Congress enact as a law providing for the licensing of railway conductors, to take effect July 1, 1889. We believe it to be a good measure. The interests of the traveling public, railway companies and their employes as well, demand the enactment of such a law. Capability should be the test, and a man's fitness for the responsibility of conductor in the public carrying system of our railways should be subject to official examination under some such a license law as Mr. Daniels proposes.—*Alliance Leader.*

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

C. S. WHEATON *Editor.*

LUDLOW, Ky., Dec. 15, 1887.

EDITOR MONTHLY :—Thinking, perhaps, that some one might be pleased to hear that No. 107 was still alive and in line, your correspondent will give the required information and let the brothers know that we are in good working order, and while we have not increased as rapidly as some, still all they have made are "good men and true," and it is our aim to admit none but such as are in every way to be hailed as a brother.

No. 107 meets every second and fourth Sundays in Eagle Hall, corner of Eighth and Central avenue, and will always welcome any brother who may chance to be in the Queen City on those days.

Division No. 107 is composed of as good material as you can find. If it was not, we would have been up in a balloon long ago. Out of one hundred members in good standing, we have from fifteen to twenty at our regular meetings. A very mistaken idea seems to exist in this Order, as well as all others—a great many think when they get to be members that is all that is necessary; the division will run itself. Now the sooner they shake off this idea the better for them and the Order. Let every member make up his mind that the division can't hold a meeting unless he is there to see that everything goes right, and see how much better you will be satisfied with the work. Let every member fit himself to fill any of the chairs in a division, then he knows when the work is done right.

Brother Bostock has been promoted to a passenger run on the fourth district of the C., N. O. & T. P. railway, with headquarters at Chattanooga. Consequently we miss his familiar face at our meetings. But he is with us in heart and hand all the same.

One of the most pleasant events of the season was the marriage last Thursday of Brother Peter Gorman, of Lookout Division No. 148, to Miss Julia Lester, a beautiful young lady of Ludlow, Ky. The ceremony was performed at St. James church, by the Rev. Father Horine. After the ceremony a grand spread was had at the residence of the bride's sister, Mrs. Ed Drohan. The presents were costly and numerous. Mr. and Mrs. Gorman left on the C., N. O. & T. P. railroad for Chattanooga. From there they will go to New Orleans, returning to their beautiful home in Ludlow, where they will settle down to the comforts of life. Mr. and Mrs. Gorman have the best wishes of the railroad fraternity.

Yours in P. F.,

F. E. M.

JACKSON, Mich., Jan. 9, 1888.

EDITOR MONTHLY:—At a special meeting of Wolverine Division No. 182, held Dec. 21, for the purpose of election, the following officers were elected for the ensuing year :

C. C., Geo. E. Hunt ; A. C. C., Archie Cowan ; S. and T., J. M. Jones ; S. C., R. Russell ; J. C., Hiram Dailey ; I. S., James King ; O. S., F. D. Cady. Division Committee, J. P. Armstrong, J. M. Kain, L. S. Rogers.

The installation being public, the doors were thrown open, and the wives, daughters and a few invited friends of the members were admitted and witnessed the installation of the officers-elect, after which Mrs. E. K. Chapman introduced Mrs. P. L. Bathrick who, in a very impressive manner presented to the Division, in behalf of the ladies, a very beautiful altar cloth, Bible and three banners of elegant designs and decorated with the monogram and mottoes of the Order. Although being a complete surprise, was ably responded to by the retiring C. C., Brother Howard Leach.

The installation ceremonies being over, all repaired to the dining-room of our hall, where the ladies had prepared a bountiful repast to which all did ample justice. After supper, dancing commenced in the main hall and kept up until the small hours of morning.

Brother, McKain, Doremus and Cowan were appointed a committee of three to draft suitable resolutions thanking the ladies for their gift, after which the party broke up, all returning to their homes well pleased. The committee submit the following :

WHEREAS, The ladies having presented to Wolverine Division No. 182, through their chairman, Mrs. P. L. Bathrick, a very beautiful gift consisting, first, of an elegant Bible, which will always remind us of the great principles of Christianity and brotherly love ; second, a beautiful altar cloth, which we shall preserve as an emblem of their pure friendship, which, we trust, will ever exist between the Order and our lady friends ; third, but not least, three very elegant banners, not only beautiful but symbolic of the banners of our everyday life and emblems of our obedience to the responsible calling which we follow ; be it

Resolved, That this Division extend its sincere thanks to the ladies for the very appropriate manner in which they have decorated our Division rooms ; be it further

Resolved, That a copy of these resolutions be sent to the RAILWAY CONDUCTORS' MONTHLY for publication ; also to be spread upon the minutes of the Division.

J. MCKAIN,
T. O. DOREMUS,
A. COWAN,
Committee.

SLATER, Mo., Jan. 8, 1888.

EDITOR MONTHLY:—On Dec. 19, 1887, occurred the first annual election of officers by Slater Division No. 212, O. R. C., resulting in the election of the following named brothers for officers for the ensuing year :

C. C., T. J. Leech ; A. C. C., L. H. Nolan ; S. and T., W. H. Burgum ; S. C., T. E. Young ; J. C., H. S. Arnold ; I. S., J. C. Foley ; O. S., S. T. Tuttle ; Cor Sec., J. J. Barnes.

Delegate to Grand Division, W. H. Burgum ; alternate, T. E. Young.

Trustees—H. S. Arnold, chairman ; T. E. Young, J. C. Foley.

The three brothers named as trustees also constitute our Grievance Committee.

Slater Division No. 212, which I am determined you shall hear more of in the future than you have in the past, was organized last spring, and has a membership of over thirty. The city of Slater, after which the Division is named, is situated in Central Missouri, on the Chicago & Alton, the only first-class road in Missouri, and the only road entering Slater. We are determined to make No. 212 an active, working division; one that will protect the rights of each member, and work for the good of the Order generally.

We had our first annual ball Thanksgiving eve, which was a success, socially and financially. The attendance was all that could be accommodated, owing to the kindness of our Superintendent, E. J. Sanford, and Chief Dispatcher, F. W. Egan, who allowed all who wished to, to "change off" or "lay off" so as to attend. Everybody seemed to enjoy themselves, and we cleared \$100.00.

Since the organization of our division we have had one sad death—that of Brother John Shaw, who was shot and killed by a switchman in the Kansas City yards in September last. Brother Shaw left a family of a wife and three children, whose welfare has been carefully looked after by the division, and assessment 105 gives Mrs. Shaw \$2 500, which some of the brothers will advise and assist her to invest to the best advantage.

Two other members of Slater Division have lately had catastrophes befall them. It happened in December in both cases. I refer to the Miller Brothers, —R. B. having been promoted to passenger service, and John H. took unto himself a wife, one of Slater's fairest daughters.

It is earnestly hoped that both of these unfortunates(?) will be equal to the emergency, and survive the troubles that have come upon them.

If you don't fire this into the waste basket I will, in my next communication to you, give the readers of the MONTHLY a description of the two divisions of the Alton, upon which we "get in our work."

Yours in P. F.,

J. J. BARNES,

Cor. Sec., Div. 212.

MILBANK, Dak., Jan. 6, 1888.

EDITOR MONTHLY:—Brothers of Division No. 99, and, in fact, everyone connected with the train service on the H. and D. division of the C, M. & St. P. railway, are having a hard time bucking snow, getting laid out, and other little diversions incident to this season of the year. We live in hopes, however, that a better time is coming, and that the flowers will bloom at about the usual time, "gentle Annie, or words to that effect.

By the recent change, (viz., chopping off a portion of the H. and D. division and calling it the James River division,) Brothers Fargo, Ryan and Glenn have had to change their runs. Brother Ryan has moved to Minneapolis, and runs between St. Paul and Aberdeen. His run before the change was from Milbank to Mitchell. Brothers Fargo and Glenn's run was the same, but now they run from Aberdeen to Mitchell. It was pretty hard on the boys, as they were all comfortably fixed at Millbank. But such is life, we must all be prepared to move when the order comes.

As I remarked in a previous letter, the brothers of Division No. 99 are nearly unanimous in favor of the license bill. There is one thing, however, I

think is an objection, and that is classification. It seems to me that in a great many cases where three or four men were making application for employment, and each one had a different class license, that the superintendent would choose the one whose license called for the least pay. This would not always hold good, but in a majority of cases I think it would. If a conductor cannot pass the examination necessary to get a first-class license, he had better lay off and study up until he can. Let us all have *first-class* or *none*, then the pay will be the same for the same kind of service; and there will not be the temptation to the official employing us to discriminate among those making application for employment on the score of economy.

How many roads have two, three, and even *four* grades of pay for conductors and engineers? Is this right? When a brakeman or fireman having served their apprenticeship, and is considered capable of running a train or engine, as the case may be, and do run them in an acceptable manner, are they are not entitled to the best pay there is for such work? Therefore, I consider if we have but one grade of license, we will have but one grade of pay for freight and the same for passenger service, and the holder of a license will be entitled to full pay, whatever it may be, in whichever service he may be employed.

For fear this communication may grow too long, I will close with best wishes to all the brothers of the Order, and especially our Executive Committee and Grand Officers, who I consider the right men in the right place.

Yours in P. F.,

FRANK A. JOHNSON.

ROODHOUSE, Ill., Dec. 13, 1887.

EDITOR MONTHLY—Division No. 97 held their election of officers Dec. 5, 1887, and elected for the ensuing year the following brothers: C. C., H. A. Perry; A. C. C., Charles Winsett; S. C., J. R. Drake; J. C., Fred Campbell; I. S., J. M. Boyden; O. S., George Litter, and your humble servant for Secretary and Treasurer.

George Litter was chosen as delegate, and J. M. Boyden alternate.

This year we have initiated one member; two members have been transferred to divisions to be nearer their lodge; have suspended three for non-payment, and expelled one, and have now thirty-four members in good standing. Some are in California, others in Colorado, some in Ohio, and some have failed to leave their whereabouts with the secretary. Brother D. W. Titus last heard of was running passenger on the Michigan & Ohio, out of Toledo, Ohio; C. S. Miles last heard of was in Fort Scott, Kansas, and A. D. Hodges. These brothers should write to the division secretary, and if any brother knows their whereabouts he will confer a favor on them as well as myself by giving me their address.

Yours in P. F.,

C. H. BURDICK,
Box 247, Roodhouse, Ill.

LUDLOW, Jan. 8, 1888.

EDITOR MONTHLY:—Sunday, Dec. 25, 1887, the annual election of officers of Cincinnati Division No. 107, O. R. C., was held. A very good attendance and an interesting meeting resulted. The officers for the ensuing year are as follows:

C. C., W. P. Harper, 376 Baymiller street, Cincinnati, O.; A. C. C., F. E.

RAILWAY CONDUCTORS' MONTHLY.

Matlack, Ludlom, Ky.; S. and T., J. A. Conley, 1793 W. 6th st., Cincinnati, O.; S. C., Richard Estep, Covington, Ky.; J. C., Robert Marshall, Cincinnati, O.; I. S., W. H. Crout, Ludlom, Ky.; O. S., D. A. Patterson, Ludlom, Ky.

Delegate to Grand Division, W. P. Harper; alternate and correspondent, F. E. Matlack.

The officers-elect are brothers who have the good of the Order at heart, and always try to do what they can for the Order of Railway Conductors. They are all installed, and will enter upon their respective duties at once.

Yours in P. F.,

F. E. M.

BEARDSTOWN, Ill., Jan. 8, 1888.

EDITOR MONTHLY:—Division No. 81 held a meeting Dec. 20, 1887, and elected the following officers for 1888:

C. C., F. Hamilton; A. C. C., C. H. Sheridan; S. C., L. Selby; J. C., M. R. Coryer; I. S., F. B. Crawford; O. S., F. Heffner.

Delegate to Grand Division, C. C. Parker; alternate, F. Hamilton.

Yours in P. F.,

P. BECK.

CLEVELAND, Dec. 14, 1887.

EDITOR MONTHLY:—Having been elected by this division to take charge of the important position of correspondent to the MONTHLY, I take this opportunity of giving you the roster of officers for the ensuing year:

C. C., F. R. Briggs; A. C. C., E. L. Paisley; S. and T., F. A. Bunnell; S. C., F. Morwick; J. C., A. Chopman; I. S., D. Gilmore; O. S., John Clement.

Delegate to Grand Division, F. A. Bunnell; alternates, John McVean and E. L. Paisley.

Division Committee, John McVean, 3 years; C. Mullen, 2 years; A. J. Theiman, 1 year.

Correspondent to MONTHLY, J. H. Archer.

Our brothers did nobly in answering the regular summons to come to the meeting, and turned out splendidly, which made the meeting both pleasant and profitable. I am happy to know and say that the division is growing steadily, and can cheerfully say the young branches are all of excellent quality. Almost all the young members become members of the Insurance, a department of which we should justly feel proud.

Division No. 14 is deeply impressed with the move in reference to the license matter, and endorsed the bill and efforts of our Grand officers by an almost unanimous vote.

In accordance with the will of a constituted majority, our regular meetings hereafter will be on the second Saturday evening at 7 P. M., and the fourth Sunday of each month at 1 P. M.

Yours in P. F.,

LAW.

MONTGOMERY, Ala., Dec. 18, 1887.

EDITOR MONTHLY:—At a regular meeting of Montgomery Division No. 98, held at their hall, Saturday evening, Dec. 17, the following named officers were elected to serve for the year 1888:

C. C., R. H. Hudson; A. C. C., J. S. Callahan; S. C., J. A. Haralson; J. C.,

Wm. M. Lewis ; S. and T., M. C. Hogan ; I. S., E. B. McCurdy ; O. S., P. L. Coleman.

Division Committee, Brothers J. C. Howard for 3 years ; J. R. Adams for 2 years ; J. S. Callahan for 1 year.

Delegate to Grand Division, M. C. Hogan ; alternate, W. R. Vaughan.

Montgomery Division attended the meeting in full force, and, as you will see by their selection of officers, they are determined that Division No. 98 shall rank amongst the foremost. Every member is proud of it, and will use their strongest efforts to double their numbers during the next year. And with our beloved C. C., Brother R. H. Hudson, to lead them on, they cannot but conquer all difficulties.

The death of one of our most worthy brothers, W. F. Ray, was announced to the brothers at the meeting, which cast a gloom over the proceedings, for but a while ago he was one of us and anticipated being present at our election ; but the Grand Chief Conductor of all had ordained otherwise.

I earnestly hope to see every member of Division No. 98 join the Benefit Department, of which I am proud to say Brother Ray was a member in good standing.

Allow me to extend to yourself and all our Grand Officers, as well as all divisions of our noble Order, the sincerest wishes of Montgomery Division No. 98 for a Merry Christmas and a Happy New Year.

Yours in P. F.,

M. C. HOGAN, S. and T.

STEVENS POINT, Wis., Dec. 20, 1887.

EDITOR MONTHLY:—At a regular meeting of Stevens Point Division No. 211, Nov. 13, 1887, a beautiful Bible was presented this division by Mrs. C. B. Baker, through her husband, our worthy brother secretary. On motion a committee was appointed to draft resolutions of thanks to Mrs. Baker for the same. The following were adopted at the regular meeting Dec. 11, 1887 :

WHEREAS, Stevens Point Division No. 211 has been presented with a beautiful Bible by Mrs. C. B. Baker, wife of our brother secretary ; therefore, be it

Resolved, That the thanks of this division be tendered to Mrs. Baker for her beautiful gift, and for her interest in our Order ; and be it further

Resolved, That a copy of these resolutions be sent Mrs. Baker ; also that they be spread upon the minutes of this meeting, and a copy sent to the CONDUCTORS' MONTHLY for publication.

WM. A. WEBSTER,
J. H. MURPHY,
F. T. MINNEBECK,

Committee.

CHATTANOOGA, Tenn., Dec. 5, 1887.

EDITOR MONTHLY:—Lookout Division No. 148 met yesterday with chairs filled as follows: C. C., T. W. Mitchell; A. C. C., W. T. Capehart; S. C., J. A. Cunningham; J. C., J. M. Burnett; S. and T., R. B. Stegall; I. S., E. A. Beall; O. S., Claude Figures, with quite a good number of the brethren present. After dispensing with all the business of the division, we went into the election of officers with the following result :

C. C., T. M. Mitchell; A. C. C., W. T. Capehart; S. C., J. A. Cunningham;

J. C., J. M. Burnett; S. and T., R. B. Stegall; I. S., E. A. Beall; O. S., R. R. Hargis.

Executive Committee—For 3 years, T. M. Mitchell; for 2 years, R. R. Stallings; for 1 year, J. M. Burnett.

Delegate to Grand Division, T. M. Mitchell.

Correspondent, J. M. Burnett.

The division for the past year has been doing well, and have at all times maintained their regular meetings with a good attendance, and we look forward to the coming year for far greater results than in the past.

We do regret so much to report the serious illness of Brother Fred Cook, who is now in Cincinnati for medical treatment. We do pray the good Lord to restore him again unto us, and may we yet with him and his influence be enable to do great good both in division and society.

Chattanooga is fast becoming the great city of the South, and is to-day the railroad center of the South. The great Columbus, Caralton, Rome & Chattanooga is progressing fast, and inside of eight months will be completed. The B. G. road, up the great Lookout mountain, will be completed inside of six months. The Belt road around Chattanooga to day has over 40 miles of road.

Fraternally, &c.,

J. M. BURNETT.

TEXARKANA, TEX., Jan. 1 1888.

EDITOR MONTHLY :—I am going to write about the MONTHLY, and I hope every Division will see it and call notice of their Division to it. We take or get a copy of the MONTHLY in our Division, and some of the members do the same and yet the fewest number of them read it. We frequently ask our members "Why do you not read the MONTHLY?" One says, "I have not time," another says, "there is nothing in it to read." There is the point I am after. "Nothing in it to read." Why do you not try to put something in it to read? I ask the question, do you try? No, indeed, you do not. First, you do not subscribe for it to assist in buying brains and labor to edit it. Why just think, thirteen thousand members of the Order; and if but one half would take the MONTHLY there would be \$6,000, which would buy an immense amount of brains and fill the MONTHLY with reading matter second to none in the land. Brothers do you ever think that money buys brains? Do you ever think what the great daily papers that we can see sticking out of the pockets of 80pr. ct. of conductors you meet on your travels, cost per day? And were I to tell you, many times a single cablegram costs those papers a thousand dollars, would you believe it? Were I to tell you the cablegram of a horse race in London, cost the *New York Herald* one thousand dollars, would you believe it? Down here in Texas we have the proceedings of Congress published in our morning dailies at a cost of from \$1,200 to \$1,300 per day. Yes you could fill the MONTHLY with good reading matter if but one half the members would subscribe for it, and the legal decisions alone are worth the money it costs.

I will ask if you have it read in your divisions? In the MONTHLY you find out what is going on around or among your brothers. If your division would have some one write a piece for the MONTHLY every month it would help. If no one will do so gratuitously, why employ some one in the town to write, who makes a living that way, it would only cost from \$3.00 to \$5.00 per month to do so.

Were I to ask you, do you ever read Frank Leslie's or Harpers monthlies,

ten to one you would say "yes I take it regularly, and it has something in it to read." Yes, and I will admit the same, and it costs money to put that something in it, and just so soon as each one of you act as one man and put something in our MONTHLY by subscribing to the same, it will be as full of good reading matter as any in the land.

But I name another scheme to you that will be far better than the MONTHLY. **Make this MONTHLY a weekly paper, which can be done as easily, and if each Brother would subscribe for one copy at \$2.00 per year, would be \$26,000., which would buy a vast lot of brains and secure one of the best weeklies in the land.**

Now, let us take up this matter and see how we can raise the money. If each brother would just smoke one cigar less for forty days you would have the two dollars to pay for your paper, or were you to miss taking the daily paper for seventy-three days in a year you would save the two dollars. Or to those who live in cities where street cars run, were you to walk forty times in a year where you now ride you could have the amount. But brothers it is simply useless to say or tell you how to raise the money, as I do not suppose we have one brother belonging to our order or one division but what could raise the amount of the subscription. All we need is for each and every one to form himself into a committee of one to send two dollars to the editor and you have the paper made up. And if each division will have a letter but once a month in that paper, you will do well. We, like the rest of you, too, think the MONTHLY has'n't got any thing in it, because we do not put any thing in it.

The time has come when we can not afford to wait one month for our journal to chronicle the events we want the great reading public to know. We seldom see one of those great dailies take up and espouse the cause of the conductor, but you invariably see them stand out against and in case of an accident, he is the first to receive censure. One more fact is, we have arrived at an age in the progress of our order where we want to interest the mind of the reading public. We want our weekly paper to be a household word, and all that is necessary is to only subscribe. Brothers this is a big job to think of and much harder to execute, but if each of you will think what \$26,000 will do in a year and with the little sum of \$2. per capita you have accomplished a wonder. We certainly need the paper. We have the Editor, and with all our shoulders to the wheel in another year we will have it a weekly paper instead of a monthly journal. There are many reasons why we should have one. First, because our cause is growing so fast that we need to record our business every week instead of every month and we want to expose a great many wrongs that are inflicted upon us by unscrupulous corporations.

Why, in the case of detective W. H. Springfield, convicted and sentenced to the penitentiary in Texas, by the courts at Palestine, Texas, for eighteen months, for bigamy. This man was employed by the I. G. N. R. R., one of the roads in the Gould System, to watch honest men. You can find this man in the penitentiary in Texas. Now, just such low down cheap detectives is what we want a weekly paper for to show the world how a hard over-worked class of men are measured by such officials. Another reason is that corporations have become so large, with five or six thousand miles under one management and fifteen to twenty thousand employees, that we have no way of reaching each other or even showing our leading officials of short comings or injustices by minor officials only through a weekly paper. We want a weekly paper to expound the principles of right and that we claim is the foundation upon which we will

build our paper. There are many more good reasons why we need this paper.

And one thing sure, as soon as we make up our minds we are going to have a paper we will have one. Now, what can prevent an army of thirteen thousand and determined men from doing what they undertake. We hope you will all take up this matter, and we will try and meet you again on it.

Hoping our plan will meet with success, we remain,

Yours faithfully,

ALAMO, Div. 59,
Texarkana, Texas.

When the railway came into the world, it brought a new demand for a new kind of mental force or aptitude. The railroad man from the president down to the brakeman must possess a quickness to perceive, a quickness to act, and a patience to master detail. An omission of a task may destroy life or cost a great sum of money.

When a superintendent of a road examines bridges in a private car running at a speed of thirty miles an hour, he is not necessarily a criminal. He may be only an intellectual imbecile. He should be removed from the railway service and be a stage line superintendent.

And I may here ask the same question of a conductor. A member of the order who neglects his duties and expects all the aid and comfort of the Order and him day after day and month after month neglecting or passing over his own interests at the rate of thirty miles an hour, not in a private car, but in places that bring ruin, disaster and death to him. In the history of National Banks one can read the shallow import of the word inspection, but the mental weakness of an inspector costs the country money and not life. For a bank to fail in a few days after having been pronounced unusually sound is an event not wholly unknown, but the depositors are not killed or mangled. It is in railroad work that mental weaknesses assume their most dangerous shape. A facile, lax, easy going mind may in railroad profession become as fatal as a can of dynamite or an earthquake. Also may a facile, easy going brother neglect his own interests by neglecting his order.

Many railroad slaughters have resulted from the slowness of educational processes. The iron road created a demand for a new of form mind, but it can not supply the demand. When you take into consideration that a passenger train running from New York to Chicago must pass through the hands of five hundred competent men to secure its safety, and who are wide awake to each duty, the wonder comes that a train ever passes over a thousand mile path without being wrecked or injured. When one ponders over where to find the five hundred men in a single row. The railway is making a better kind of brain, but the brain is of slow growth. A colored man on being asked what time the car passed his cabin replied, they went north in the morning and south in the evening. To lead such a man up to a conception of such divisions of time as 1:10, 4:05 and 3:25 would be an educational task of no little weight. To give such a man a place on a railroad would be criminal. If he did not kill others he would soon kill himself. Not long since one of the boys from the farm allured by false vanity came to the village to seek railroad work, met his death by mental laxness, being made a switchman in the yard, the sole of one shoe became unsewed, thus he was liable to be thrown down, he took the risk from day to day at last in stepping from between the cars the shoe sole caught in the frog and death came quickly. His method in his shoes on the farm fai /-

ed as a method for his new surroundings. The educational powers of the railway are kept back by the pit'able truth that many of its officials are not students of the railway art, but are only speculators in lands and stocks. Quack railroad men are more numerous than quack doctors. Good men are discharged to make room for favorites. Thus lives and fortunes are placed at the mercy of untrained minds. On many roads income is the main thing, art nothing. Some roads are managed by railway art where the president can run a locomotive, build a bridge or put up a grade.

May the time soon come when so tremendous a thing as a railway shall be managed by a new kind of intellectual force, called railway brains. And may the time soon come when conductors under whose charge railway trains are placed become aware of their importance and study their own interest as well as railway officials, and none but competent men and members of our order be allowed to run railway trains. Div. 59.

Some persons ask if your order is a body of conductors banded together in mutual protection, why are you working in secret? From the same question propounded to the masonic orders, that were all the world to know of the mysteries of Masonry, its own members would lose interest in the same. Life itself is a mystery. People are never so well satisfied as when surrounded by mysteries.

The mantle which surrounds the female character is made of so delicate a texture that even the breath of suspicion will sully its purity, and the mantle that surrounds our order should at all times be as carefully guarded, and not one of us in an unguarded moment should even sully the purity of the order. The secrecy that gives value to our order if kept inviolate in our own breasts and in our own lodge rooms will make it impervious to the eyes of the world and obnoxious to the blasts of its enemies. Div. 59.

CITY OF MEXICO, Dec. 28, 1887.

EDITOR MONTHLY :—At the special meeting of City of Mexico Division No. 169, for the election of officers, the following were chosen:

C. C., W. C. Bradley., A. C. C., J. F. Casey., S & T., H. H. Greenleaf., S. C., J. J. Patterson., J. C., J. D. King., I. S., A. W. Carl., O. S., A. T. Johnson.

C. E. Halbert, Delegate; J. H. Sayers, Alternate;

Executive committee, H. H. Greenleaf, three years, J. H. Sayers, two years, C. E. Halbert, one year.

Truly in P. F.

H. H. GREENLEAF, Secy.

HOLDREDGE, NEB. Dec. 25, 1887.

EDITOR MONTHLY:—A special session of the Grand Division was held at Lincoln, Neb., Dec. 22, 1887, for the purpose of organizing a Division of the Order of Railway Conductors with the following officers in the chairs. D G C C, W. L. Park, division No 35, D G A C C., Thos Brownlee, div No. 47., D G S C; Geo. W. Hartman division 35; D G J C, S E Havrey division 95; D G F S, H E Williams, division 95; The following charter members were present and instructed in the work of the Order. A E Whitcomb, G E Ford, Chas Compton, A K Waldron, D Williams, E W Lyman, C Champion, A J Friel, and F Secor, three of the brothers were initiated to exemplify the secret work. The following

officers were elected for the ensuing year, C C, G M Whitcomb; A C C, G E Ford; S & T, Chas Compton; S C, D Williams; I S, C Champion; O S, E W Lyman.

G E Ford, delegate; C Champion, chairman local committee.

In the evening Bro Thos Brownlee, of division 47, Winnepeg, Man., gave the new brothers some good advice and bright encouragement. The new division starts with seventeen charter members and many of the brothers now running into Lincoln will join by card, thus making a good division on the start as any ever organized in the west, as the new brothers are very enthusiastic and indefatigable workers.

Thanks are due the brothers of the Order who assisted me in the organization, and to the new members for their courteous treatment.

Yours in P. F.

W. L PARK, D G C C.

DENVER, COLO. Dec., 19, 1887.

EDITOR MONTHLY :—At a special meeting of division No. 44 held at their hall Sunday evening Dec. 18th, the following officers were elected for the ensuing year.

C C, F P Silvernail; A C, M W York; S & T, C C Graves; S C, A M Sadd; J C, W T Jefferson; I S, A G Moulton; O S, C M Morse.

Delegate,—F P Silvernail; Alternate, M W York.

Respectfully,

M W YORK.

WATERTOWN, N. Y. Jan. 2, 1888.

EDITOR MONTHLY :—At a special meeting of Maple City Division, No. 25 on Dec. 12, 1887, the following officers were elected for the ensuing year.

C C, G W Howland; A C C, H Dick. S & T, Patrick Redmond; S C, O Bissett; J C, F J Gordon; I S, E H Cooper; O S, J Herman.

Trustees,—F J Gordon, H Dick, J Herman.

Bro Howland was elected delegate to represent Maple City Division No. 25, at the next Annual Convention to be held at Toronto, with Bro Herman as alternate.

Yours in P. F.

PAT.

SEDALIA, Mo. Dec. 26, 1887.

EDITOR MONTHLY :—The annual election of officers for the year 1888, took place at the hall of Queen City Division No. 60, with the following results.

C C, J H Lafferty, 1002 east 6th street; A C C, F L Mead, 910 Massachusetts street; S & T, B F Blythe, 3rd and Quincy Ave; S C, J J Bertchie; J C, M V Burnap, I S, Jno Manning; O S, J A Rasbach.

Delegate to Grand Division, F L Mead; Alternate, O E Parsons.

Grievances Committee,—Robert Richards chairman, one year, J J Bertchie: two years, O E Parsons, three years.

Examining Physicians,—Dr Ed N Small and Dr Yancey.

The officers elect were duly installed by D G C C, A G Brown; Bro V P Hart acting as Marshal, both of whom acquitted themselves most admirably.

Yours in P F,

B F Blythe, S & T.

ROCK ISLAND, ILL. Jan. 1, 1888.

EDITOR MONTHLY:—I received a check from the Insurance Department of the Order of Railway Conductors through Bro. Yantis, for \$2,300, settling in full my claim, for which I want to extend my most heartfelt thanks. The money I shall use in part, in getting me a little home. Many, many thanks to our noble Order, and I hope that we will never cease doing good and helping the widow and the orphans of deceased and disabled members. Our first reception and dance came off on Dec. 14th, we had a very nice time, and it netted us nearly \$100. Bro. F. A. Bledsoe's wife presented the division with a very nice altar cloth on this occasion, which on behalf of Bro. Bledsoe, Bro. Baker made the presentation in a neat little speech, and I in behalf of the division accepted it in my poor way.

At our last regular meeting the division passed suitable resolutions, of which I will send you a copy for publication in the MONTHLY.

Yours in P F,
A. M. CRANE.

RESOLUTIONS.

At a meeting of Rock Island Division, No. 106, O. R. C., Dec. 18, 1887, the following resolutions were adopted.

WHEREAS, Rock Island Division 106, O. R. C., has been the happy recipient of a fine Altar Cloth, made by the wife of our worthy and esteemed brother, F. A. Bledsoe, and presented to the Division at their reception held Dec. 14, 1887, therefore be it;

Resolved, That the thanks of Rock Island Division, No. 106, Order of Railway Conductors, are hereby tendered to Mrs. F. A. Bledsoe for her generous gift to this Division. Coming unexpectedly from the wife of one of our most worthy Brothers, it will be highly appreciated, and Rock Island Division, No. 106, will always endeavor to be worthy of such a gift and to live up to the matter embroidered thereon (P. F.), and be it further,

Resolved, That these resolutions be spread upon the minutes of the Division, and a copy sent to the MONTHLY for publication, and to Mrs. F. A. Bledsoe.

IRA YANTIS,
J. E. BAKER,
A. M. CRANE,
Committee.

GRAFTON, W. VA., Dec. 20, 1887.

EDITOR MONTHLY:—With fear and trembling we grasp the communication to let you know that among the rugged hills and in the vicinity of Grafton, West Va., there exists a division of the Order of Railway Conductors, known as Grafton Division No. 190. No doubt but what this will be a surprise to some of the readers of the MONTHLY, namely, those who do not peruse the Division Department, as I do not recollect of ever seeing any thing in the MONTHLY that would convey the startling intelligence, to its readers. Nevertheless the fact still exists, so does said Division, with a membership of thirty eight, two initiates and two applications, and at our last meeting were the recipient of a handsome altar scarf, presented by the wives of some of the members, no doubt they knew that their bread cast upon the water, would return in a few days, in

the shape of christmas presents to gladden their hearts and decorate their homes.

Well, Mr Editor, as this is our first attempt deal kindly with us, and if we have worried you we beg pardon, and if the surprise of this does not prove disastrous, we may see you again.

Yours fraternally,

ZACK.

OGDEN, Utah, Utah, Dec. 18, 1887.

EDITOR MONTHLY—Some divisions of the Order having expressed views and opinions strongly against the "license bill," the members of Division 124 wish to express their opinion. We are one and all heartily in favor of the bill, and sincerely hope it will become a law. One objection raised is the expense of maintaining such a law. We think a small portion of the hundred million surplus which is in the treasury of the United States, and which is such a bone of contention, and seems to worry the people so much at present, may as well be used in this way as any other. Other objections are as follows: "The cost of license is beyond all reason." As the bill now reads, it can only cost each licensed conductor \$2.50 per year. This certainly does not seem unreasonable. "The grading of conductors is enough to condemn the bill." There is no provision in the bill which speaks of "grading" or classifying conductors. The bill as re-amended at Cedar Rapids has been discussed at length in each division in our district, and there are no objecting members that we know of. We have not one member of our division who is not ready and willing to appear at any time for examination for license, and we hope we have no member of the Order who fears any such examination. We believe the passage of the bill will be a great benefit to conductors in general, and we think if each one will read carefully the amended bill, and if they will discuss it thoroughly and carefully, that each will be convinced that it is a good thing, and will result in good for each and all. We are only sorry that being residents of a Territory, we have no representative in Congress who has a vote, consequently we have very little influence. We all feel grateful to Senator Butler for introducing our bill, and are all watching and hoping it will speedily become a law. We also believe a large majority of the members of the Order at large believe as we do in this matter. With due respect for each one's opinion, a firm belief in our own, and a heart-felt feeling of brotherly love for all, we are

Very truly yours in P F,

DIVISION 124.

SUNBURY, Pa., Dec. 18, 1887.

EDITOR MONTHLY—At a regular meeting of Sunbury Division No. 187, held December 11, the following officers were elected for the ensuing year:

C C, Orin L Griswold; A C C, John H Ellenberger; S and T, John H Blain; S C, Nelson Comp; J C, Frank G Randels; I S, W E Cornell; O S, Samuel Ruch; correspondent, Thos S McMahon.

Delegate to Grand Division, John H Blain.

Executive Committee—Thomas S McMahon, 3 years; Charles Sarvis, 2 years; O L Griswold, 1 year.

Yours in P F,

JOHN H BLAIN, S and T.

SYRACUSE, N. Y., Dec. 26, 1887.

EDITOR MONTHLY:—At a regular meeting of Syracuse Division No. 155, held December 18, 1887, the following officers were elected for the ensuing year:

C C, G D Gifford, A C C, H H Darling; S and T, B Hart; S C, S B Pratt; J C, G A Clark; I S, J W Herriman; O S, J Wilson.

Our division will be admirably represented at the Grand Division, which will be held at Toronto in May, by Brother H T Bolles. A better representative could not have been found. In case Providence will not admit of his going, Brother James Barton, a first-class man, will go. A better selection of officers could not have been made by any division.

It is with pleasure that the brothers of Division No. 155 thank our Past Chief Conductor, H. T. Bolles, for the good he has done. His cheering, p'asant ways will never be forgotten, and it was with pleasure he gave his chair to our new-made Chief, as he was tired of his station, having served so long. But he is ever willing to lend a hand to a brother needing his services. It was the earnest wish of Brother George D Gifford, on taking his new station, to try and keep Division No. 155 one of the best of our Order, as Brother Bolles did. And all the brothers know that Brother Gifford will not be behind any, and all will try to make it a pleasant task for him.

Another who is always on hand is our Assistant Chief, Henry H. Darling, who has always a good way to make things lively. And Brother Byron Hart is on deck for another year as secretary and treasurer, although he would have preferred a rest. But the brothers thought that there was not another one to fill Brother Pratt's place as senior conductor at present. Be faithful, Silas, and your work will stand for years to come. Brother G A Clark, our newly-made junior conductor, has always been faithful to his office as inside sentinel, and we hope he will not allow any one to fill his chair during the year. Brother John W Herriman will take care of his own chair as inside sentinel, for he is always on hand waiting for the rest to come. Brother John Wilson was again elected as outside sentinel, hoping he will come oftener, for all the brothers are glad to see John's gray hairs before them, he being the oldest conductor of Division No. 155.

There is a number of brothers belonging to Division 155 that reads the MONTHLY that can attend meetings oftener than they do. We would be glad to see them and know they belong to Division No. 155.

Yours in P F,

S.

HUNTINGTON, W. Va., Dec. 21 1887.

EDITOR MONTHLY—Having been duly elected correspondent to the MONTHLY for the ensuing year, I will now endeavor to represent Ashton Division 136 in the MONTHLY. Ashton Division at the present is well and up to times in their work, although somewhat behind in the columns of the MONTHLY, and very much behind in visits from the Grand Officers. Although we are away off in West Virginia and in among the mountains, if any of the Grand Officers will examine the maps, they will find there is such a State as West Virginia, and such a city in West Virginia as Huntington; and if they will interview some intelligent traveling ticket agent, they will find that there is a railroad runs into Huntington; then if they can get a ride on this railroad and come to Huntington, West Virginia, I think they will find as much brotherly love among the members of Ashton Division 136 as they will find in some of the larger divisions. Although small, we are loud, and like to be noticed. So as a repre-

representative of this division, I extend a cordial invitation to all members of the Order to come and see us, and when you do come this way, make yourselves known, and you will find the brothers of Ashton Division ready to take you by the hand.

Our division has had some drawbacks in the way of losing in the past year some of its oldest and best posted members, but have been taking in new ones, which are all of good material. So we hope to be able to climb the hill. Brother George Wright, of Division 152, is our trainmaster on the Huntington division, and all like him, even the ladies, for Brother George is a batchelor.

Brother C L Bruner has been appointed coal and coke car distributor for this division, with headquarters at Hinton, West Virginia. So if any brother wishes to ship any coal or coke, they will apply to him for a supply of cars, which he thinks he could readily supply, as a six-ton coal buck or a wheelbarrow would probably haul about all the coal a railroad man could buy.

At a regular stated meeting of Ashton Division 136, Sunday, December 11, the following officers were elected for the ensuing year:

C C, J A Paul; A C C, W A Paul; S and T, H M Mitchell; S C, C W Kilgore; J C, W T Crawford; I S, M A Hickey; O S, J C Flanagan.

Delegate, W Waldron; alternate, J C Flanagan.

Correspondent to MONTHLY, C L Bruner.

Trustees of Finance and Grievance Committee—H M Mitchell, W A Paul and W T Crawford.

We think our new officers are of good material and lovers of the Order, and we expect under their able management to make a great and good report every month or so. Hoping the Order at large all the success imaginable, I am

Yours in P F,

B L C.

HARVARD, Ill., Dec. 24, 1887.

EDITOR MONTHLY—Barraboo Division No. 68 is still pushing forward. At our last regular meeting we held our annual election.

Brother Simmons was again elected C C, he being the main stay of the division; A C C, E J Connors; S and T, A F Barrett; S C, G H Devins; J C, J McGuire; I S, C W Cook; O S, J F Whitney.

Delegate, A F Barrett.

We as a division are progressing nicely. We have done a good deal of work the past year, resulting in increase of pay and equalizing the standing of old and young men. Men in freight service are making good mileage, and all are well pleased with their runs.

The boys were very sorry to lose Mr. Scott, but all are glad to see him advanced to a general superintendency, Mr. Bidwell taking Mr. Scott's place as superintendent of the Madison division, and has made friends of all since he came.

This division holds their fifth annual reception in Rall's Academy on January 2, 1888, and the boys are all looking forward for a pleasant time.

Brother Hullisey has been sick for the past month, but has now taken his run from Barraboo to Janesville.

Brother Hauser has just had a soft tumor removed from the back of his neck, and is getting along nicely.

Brother Thomas Word is on the sick-list, but trust he will be at work again in a few days.

Brother Donihoe's brother Thomas was killed by falling under his train at

Wilton, on December 24. He was braking for Brother Bond. Brother Donihoe has the sympathy of all.

Brother Warren is able to take his regular run this winter, being remarkably free from rheumatism.

Brothers McGuire, Cannon and Hazen are still holding down the "Dakota run," while Brothers Devins and Burghardt are still on the night St. Paul, with Brother Searles on the Afton run.

This division is getting up a monster petition in favor of licensing conductors, and we have had no trouble in finding signers, as all think it a good bill and it should become a law.

Well, Mr. Editor, if this correspondence don't puzzle you to decipher, you are a good one; but thinking something should be heard from this division, I thought I would start it, and perhaps others that are more competent might be encouraged to try.

Truly yours in P F,

Div. 68,

WAVERLY, N. Y., Jan. 6, 1888

EDITOR MONTHLY:—At a regular meeting held by Southern Tier Division No. 10, O. of R. C., the following officers were elected for the year 1888:

C. O., M. Dearborn; A. C. C., M. O'Brien; S. and T., Burt Hutchins; S. C., J. A. Nicholson; J. C., A. McVaugh; I. S., J. P. Galligan; O. S., N. Williams; P. C. C., W. D. Whitaker.

As we were quietly seated in our division room, an alarm came at the door by Deputy Sheriff L. Myers, of Tioga county, who had orders from Brother A. P. Cleveland to arrest this division with a box of splendid cigars. When peace and harmony once more prevailed, Chief Conductor M. Dearborn declared a recess of a few minutes, when all brothers partook of the fragrant Havana, wishing Brother Cleveland success in his new office as sheriff of Tioga county, Brother C., do so some more.

Yours in P. F.,

BURT HUTCHINS.

CLEVELAND, O., Jan. 8, 1888.

WM. P. DANIELS, ESQ.—Dear Sir and Brother:—I hereby acknowledge receipt of draft No. 161 for benefit No. 135, for death of Brother L. K. Beary, for \$2,500, in favor of Mrs. Ellen Beary. Also enclose letter written by Mrs. Beary with request to publish in the MONTHLY. I presented the draft to Mrs. Beary New Year's eve, and I can certify that it was a very nice New Year's gift, and also received ahead of all the rest of her insurance. She said to me that she did not have words to express her gratitude to the Order.

Yours truly in P. F.,

F. A. BUNNELL.

EDITOR MONTHLY:—Special thanks are due Cleveland Division No. 14, of O. R. C., for their untiring interest and zeal to me and my family during the sickness and death of my late husband, and also for the promptness in which his insurance have been paid to me. Although it was hard for me to part from my dear one, yet I feel that I have been brought closer to the Lord Jesus.

May the Lord bless and prosper the Order of Railway Conductors, and lead each member to Himself is the sincere wish of

MRS. E. BEARY.

McCook, Neb., Dec. 23, 1887.

EDITOR MONTHLY:—Having been appointed correspondent for Harvey Division No. 95, I suppose I must do something to hold my job, and will begin by kicking against the train register. I mean that old dog-eared book that we have at division points and junctions. It has been in use as long as I can remember with very little improvement. I presume that it is hard for those who have never been there to understand how a conductor can make a mistake in checking a register, but it is surprising to me that more mistakes are not made. A passenger conductor usually answers from one to forty-five questions, while registering, from passengers, station agent, dispatcher and everybody else that happens to be around. A freight conductor arrives at a junction and proceeds to register. He has hardly begun when the operator hands him an order to set out five empty stock cars at that point instead of three as first ordered. His brakemen are already setting out the three, and he must get a move on himself to have it changed or a delay and trouble will be caused. He comes back and tries the register once more, when some one slaps him on the shoulder with, "Hello, Bill, how's your frame?" or "get out of the way; you can't hold the fort here all night." There are junctions out on the prairie where they have a box set on top of a post to keep the book in. At those places the conductor is on the head end of his train, jumps off going 12 or 15 miles per hour, and does his work while his train is passing. With one eye on the register and one on his way-car, writing with one hand and giving a signal to go ahead with the other. But at times a man needs both feet and both hands to keep the book from blowing away. Occasionally it rains, and then the old book out on the prairie is in a sad plight. These are only a few of the annoyances to which we are subjected while registering, and yet it is one of our most important duties, one on which our positions, perhaps our lives, and the lives of others depend. There must certainly be some way of getting rid of this blasted old book and substituting something better. My idea is that the trains that are due and have not arrived should appear on the register; others should not. And it should be so arranged that no writing would be required. Let each conductor when he arrives or departs, as the case may be, remove his number, and in case a train is running in sections, have the last section remove the number. Of course nothing but regular trains could be registered in this way, but I can't see the necessity of extras or specials being registered.

We held our special last Sunday and elected officers as follows:

C. C., F. C. Stuby; A. C. C., W. E. Gorman; S. and T., C. D. Belknap; S. C., A. Bonne; J. C., J. R. Sanborn; I. S., Ed Kane; O. S., W. D. Burnett.

Delegate, S. E. Harvey.

Business on the B. & M. is good.

The following are the late promotions to passenger runs: Kane, Stuby, Odell, Cassidy and Argue.

E. C. McCullow is visiting his ma in Iowa.

Here is a list of the C., M. & St. P. conductors that are running trains here: Usher, Foley, McCarty, Lynch, Morand, Herrick, Sackett, Elsham, McCullow, Cassidy, Campbell, Henderson, Mixer, Enright and your humble servant, last but not least.

If this appears in the February number, and No. 95 don't invite me to stop, you will hear from me again.

Yours in P. F.,

W. E. GORMAN.

ST. ALBANS, Vt., Dec. 27, 1887.

EDITOR MONTHLY:—Another year has rolled by, and a prosperous year to our Order I am sure. We of Division No. 24 held our annual election on Dec. 2, but did not install our new officers until Dec. 23. Our officers are as follows:

C. C., E. D. Nash; A. C. C., Joe Willett; S. C., J. C. Donahue; J. C., J. H. Manson; S. and T., J. A. Sturtevant; I. S., N. Stewart; O. S., D. V. Giffin. Delegate, E. D. Nash; alternate, B. H. Murray.

The last year has shown a great improvement, both in membership and attendance. I tell you if the boys will only attend meetings when they can, and help make things interesting, there will be no lack of attendance. Our average attendance for the year 1887 has been 13 members, and we held 22 meetings. I think this very good out of a membership of 40, and many of them running so it is impossible for them to attend at all. Our largest number at any one meeting was 21; smallest 7, and that but once. I think we gained just 20 members during the year. Taking into consideration the fact of our location, with only two divisions of the Central Vermont railroad to work from, I think this pretty good. But if nothing happens I hope to be able to show still greater improvement in 1888.

With best wishes for the O. R. C., in general, and our division in particular, I am

Yours truly in P. F.,

N. E. D.

TOPEKA, Kas., Jan. 2, 1888.

EDITOR MONTHLY:—As I am a new correspondent to the MONTHLY, you will have to side-track me if I get ahead of time.

Topeka Division No. 179 gave their first annual ball on Thursday evening, Dec. 22, at Metropolitan Hall, on Kansas avenue. Special trains were run from Emporia and Kansas City, the trains being complimentary trains tendered by the Santa Fe officials. The attendance was very large, being the largest affair of the kind ever given in this city. Everything passed off in the best of manner, and much credit is due to the committee of arrangements, which was composed of the following brothers: J. A. Ramsou, D. I. Furbeck, George Colbert. At midnight an adjournment was taken to the Windsor Hotel for supper. Two hundred plates had been laid and the menu was elaborate. Topeka Division extends their thanks to the superintendent for the trains tendered us, and to our division superintendent, Mr. C. L. Nichols and our trainmaster, Mr. F. A. Burgess, for arranging to have all of the boys in Topeka on that evening that they could.

A few words in regard to our road and I will close. The new year don't open up very brisk on the A., T. & S. F. We have Brothers Colbert and Schlink on local freight on the west end; Brother Fellows on the Kansas City local, and P. O'Brien and McCoy on the Atchison freight and A. J. Rader on the coal run. Brother Sam Black is on his old run. The boys are all back to work on passenger again. Brother M. Murray is back on the street car run from Kansas City to Osage City, while Brother F. W. Butterfield goes back on freight. (Poor Frank.) Brother P. G. Cory is on the sick list. He talks of going to California for his health. We hope to see him return greatly benefited.

There are several of the old Santa Fe boys on the C. K. N. Brother Benson is handling the punch again. Brother Fulton is running freight from Kansas City to North Topeka over the U. P. for the C. K. N. Andy will get to the

front soon. News come to us that Brother C. W. Avery is running passenger once more on the B. & M. out of Omaha, Neb. We are glad to hear that Charley is getting to the front again.

We have sixteen crews in chain gang. The boys begin to think they will have to try new fields. The board looked very interesting this morning—thirteen crews out of sixteen marked on the board. It was whispered around that F. A. B. was going to pull off six crews.

And now a few words in relation to Division No. 179, which still flourishes. We have for C. C., Brother J. A. Ramsou; A. C. C., D. I. Furbeck; S. and T., C. C. Fellows; S. C., A. J. Rader; J. C., George Colbert; I. S., M. McCambridge; O. S., Harry Campbell.

Now brothers, let us turn out and help to make the meetings interesting. We have been too backward about attending the meetings. Our division is still on the increase.

Yours in P. F.,

C. H. B.

GARRETT, Ind., Dec. 27, 1887.

EDITOR MONTHLY:—Division No. 138 had a very successful meeting on last Sunday, December 25, at our annual election of officers. We had an open meeting, and the officers publicly installed by W. E. Rice, retiring C. C., acting as I. O., and Brother Ray, of Division 166, as Marshal. The following officers were installed for the ensuing year:

C. C., J. M. Elder; A. C. C., J. P. Bailey, S. C., J. P. Newell; J. C., J. C. Miller; S. and T., N. W. Blackburn; I. S., A. L. Jones; O. S., R. H. Elder.

Delegate, J. M. Elder; alternate, W. E. Rice.

Executive Committee—W. E. Rice, for 3 years; J. M. Elder, for 2 years; Wm. Tomkins, for 1 year.

We had present with us as visitors, F. H. Britton, superintendent B. & O.; B. F. Lowther, M. M. of B. & O.; A. W. Mudd, general foreman of shops; H. F. Sembower, supervisor of engines; R. Lantz, of executive committee of B. of L. E., and several of the best citizens and their wives were present with us.

After the installation was over, Mr. Britton, the superintendent, made the boys a very neat and praiseworthy address, which was followed by Mr. Lowther, Mudd and others, and after an hour spent in social conversation, the entire party went to the Ross House, where mine host Mrs. H. N. Coffinberry, had a splendid supper set waiting for our friends to devour, and to say that every one present enjoyed themselves to their heart's content till 10 P. M., would be but mildly expressing it, when we parted for our several homes, all wishing for many returns of like occasion.

Yours in P. F.,

N. W. BLACKBURN, Sec.

BROOKFIELD, Mo., Jan. 5, 1888.

EDITOR MONTHLY:—At a special meeting, held December 4, 1887, Brookfield Division No. 194 elected the following officers for the ensuing year:

C. C., J. J. Reavell; A. C. C., Seth Taylor; S. and T., J. W. Wayland; S. C., J. L. Birdsall; J. C., J. H. Crance; I. S., J. J. Bryant; O. S., M. J. Murphy.

Delegate to Grand Division, J. W. Wayland; alternate, Seth Taylor.

Executive Committee—J. J. Reavell, J. W. Wayland, T. B. Strain.

Correspondent for the MONTHLY, Ed Garrity.

Yours in P. F.,

J. W. WAYLAND, S. and T.

COLUMBUS, Ohio, Dec. 19, 1887.

EDITOR MONTHLY:—Hollingsworth Division No. 100, Order of Railway Conductors, elected officers as follows yesterday : Chief Conductor, A. A. Shumaker, of C., H. V. & T.; Assistant Chief Conductor, F. M. Steele, of C., H. V. & T.; Secretary and Treasurer, Gus Shipley, of C., H. V. & T.; Senior Conductor, J. M. Doty, of P., C. & St. L.; Junior Conductor, J. J. Managan, of C. St. L. & P.; Inside Sentinel, Ed Dugan, of Little Miami, Outside Sentinel, Charles Bohlander, of C., H. V. & T.

Trustees—Ed Morrell, of P., C. & St. L.; J. J. Managan, of C., St. L. & P.; A. S. Knapp, of I., B. & W.

Correspondent—Dennis Clifford, of Little Miami.

Delegate to Grand Division—Ed Morrell, of P., C. & St. L.; alternate, H. H. Kilbourne, of C., H. V. & T.

The division now has 180 members, and is in a flourishing condition.

Yours in P. F.,

GUS S. SHIPLEY,
Secretary and Treasurer-elect.

ST. LOUIS, Dec. 11, 1887.

EDITOR MONTHLY:—St. Louis Division No. 3 held their annual election today and elected the following officers :

C C, R E Fitzgerald; A C C, W M Wheeler; S and T, J M Babcock; S C F D Hartel; J C, J D DeFerates; I S, Pearl Nickel; O S, G J Dubois.

Delegate—W F Lewis; alternate, J M Babcock.

Executive Committee—R E Fitzgerald, 3 years; J B Nitchman, 2 years; A H Wilson, 1 year.

Trustee—W F Lewis, 3 years.

The officers elect were installed immediately. Brother Norman Watkins, C C of Kaw Valley Division No. 55, being present, Brother Lewis, P U C, requested him to act as I O, and Brother J B Nitchman as Marshal. The arrangements were quickly made, and the efficient and impressive manner of the I O rendered the ceremonies very impressive, and at the conclusion a vote of thanks was unanimously tendered Brother Watkins.

There was 36 brothers present. Our average attendance for the year only 12½. I cannot account for a brother's negligence in attending the meetings of his division whenever it is possible. I have known one instance of a brother, who lived at a distance of 100 miles, coming to the city on the day of meeting and then not attend, while it was for the purpose of attending the meeting that he came.

Another matter of importance to brothers, and of very great relief to the secretary. Why do not brothers when they change their address notify the secretary? I think this one of the very first things a brother should do. Yet they will blame the secretary for not sending their mail to the new address when he knows nothing of the change.

The license law meets with favor in this division, and all the petition blanks are in the hands of brothers who are soliciting signatures.

Wishing all brothers, wherever they may be, a Happy New Year, I am

Very truly yours in P F,

J. M. BABCOCK, Sec.,
No. 1909½ Penn street.

ALBANY, Dec. 20, 1887.

EDITOR MONTHLY:—At a meeting of Z. C. Priest Division No. 56, Dec. 19, the following officers were duly elected:

C C, Emmington Duxtader; A C C, Samuel H Brown; S and T, James C Sheldon; S C, John E Gray; J C, Charles B Dillon; I S, Herman Fonda; O S, Charles Markell.

Delegate—Samuel H Brown; alternate, James C Sheldon.

Executive Committee—Benj H Dayton, 3 years; James C Sheldon, 2 years; John S Hoag, 1 year.

Our report shows a membership of 76, an increase of 8 since last report. The meeting was well attended. Brothers J C White, of No. 45, and George Vincent, of No. 171, were present.

We are to hold our fifth annual ball at Bleeker Hall, Albany, N. Y., January 20, 1888. Wishing you all a Happy New Year,

Yours in F J and C,
J C SHELTON, Sec.

NEW YORK, Dec. 26, 1887.

EDITOR MONTHLY:—It has been some time since I tried to pen you a few lines relative to our division. To-day being installation day I thought it best to let you hear from us once more. Division No. 54 closes the year under a brighter prospect than at the commencement of 1887, and with many thanks to its retiring officers for their able management and untiring efforts during their term. The report of the secretary and treasurer shows the division free from all indebtedness and a round sum in the treasury; seventeen initiations, fifteen promotions, two suspensions and no deaths, with a membership of sixty odd. We can truly feel thankful for such a favorable report.

We open the year of 1888, with one exception, with a full new line of officers, who all have the interest of the Order, and division especially, at heart, and feel assured that those whom we raised to-day and entrusted the care of the division to, are a combined battery for the elevation and standing of the conductor, and to the interest of all members of the Order of Railway Conductors. Brother Holdridge, P C C, was installing officer, and appointed Brother Murphy D G Marshal for the occasion. The following officers were duly installed:

C C, W W Apgar; A C C, M D Williams; S and T, N R Scofield; S C, W H Keers; J C, W A Griffin; I S, (old vet) S J Sweezy; O S, C F Helzman.

There being no other work but that of installation to-day, we find our newly installed officers will start in their first sitting with two initiations, and reports of committees of two applications, and two applications to be presented, and sincerely hope its continuance throughout the year until every eligible conductor in New York city becomes a member of No. 54. Our attendance, considering it was a holiday, (Christmas,) was very good. The veteran Inside Sentinel, Brother Sweezy, was disturbed once or twice, but is always on hand to catch the "slip" and admit worthy brothers. The jovial faces of Brothers Holdridge, Bently Mason, Randall and Ringhouse were conspicuous around the room, and enjoined in everything to make it as pleasant and profitable a meeting as could be expected.

To our visiting brothers coming this way, we will say, our meeting days are second and fourth Mondays in each month at 12 M. sharp, at 300 Eighth avenue, New York city. The bell pull is on the outside; when touched, will always be

attended by Brother Heizman, who will give you a cordial welcome to our sanctum.

As my time is about up, I shall have to announce the well-known call, "all aboard" and proceed on my trip, hoping to be able to throw to your waste basket more reports of communications than I did in 1887.

Truly yours in P F,
CORRESPONDENT, Division 54.

To the members of Grafton Division No. 190,

DEAR SIRS:—Please accept this altar scarf as a token of our high esteem toward the Order of Railway Conductors, and may you as an order, calculated to advance the interests of yourselves and families, prosper in the future as you have done in the past; and each time that you gather around the altar may the sight of this scarf bring to your minds, the ones who presented it, and who takes an interest in your welfare, and spur you on to greater efforts until Grafton Division No. 190 stands second to none in the Order of Railway Conductors, is the earnest wishes of the wives of the members of Grafton Division No. 190.

To the donors of the altar scarf presented to Grafton Division No. 190 Order of Railway Conductors.

LADIES:—We hereby acknowledge the receipt of the beautiful altar scarf presented to our Division by you, and assure you that this handsome gift is highly prized by all. And the remembrance of which will be treasured up by each one of us never to be forgotten. Please accept our sincere thanks for the same, and we can find no words that better express our sentiments than in the language of the poet, to exclaim.

May happiness your brow entwine,
May peace your pillow strew,
May every earthly joy be thine,
And the joy of Heaven too.

P. W. BURK,
Z. C. MARTIN,
W. JENNINGS,
HENRY LONG,
Committee,

LA CROSSE, WIS., Jan. 5th, 1888.

EDITOR MONTHLY:—At a regular meeting of La Crosse Division No. 61, held at Division hall I introduced and carried through a scheme to place the MONTHLY in the hands of every brother of Division No. 61. It is this; we made an assessment on each member in good standing, of which we have 79, the Division to make up the balance, and send our subscriptions in lots of thirty-five each, which will entitle us to a Queen Lamp, the lamp to be the property of Division, and every member have a chance in a raffle to be had as we get the premiums. If this scheme was put through in other Divisions it would give our MONTHLY a good send off and help to improve it very much, as we would have at least eleven thousand subscribers in our own ranks and there is not a brother in the Order but could secure one or more subscribers if they could be made to see it as I do, and that would place our MONTHLY in the front rank and encourage more and harder work in every issue.

Our election resulted in the choice of delegate to our next Grand Division, Jerry Mullin; Alternate, Bro. Shumway.

Yours in P. F.
E. H. THOMAS.

EDITORIAL.

THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor.*

E. B. COMAN,

W. P. DANIELS,

H. HURTY,

W. SEARS, *Associate Editors*

A long communication from Giles Bros., of Chicago, on the "Shield" question was crowded out of this issue; we have no desire to discriminate and are willing that they should be heard in defense of their system. We have no desire to place anyone in a false position and are at all times ready and willing to give any one who feels aggrieved a chance to defend themselves. The MONTHLY has only given the facts as detailed to it, and we are at all times ready to see right prevail, and are willing to let our patrons judge of the right when both sides are heard.

Circulars sent out by Divisions 60, 110 and 216, have been unqualifiedly withdrawn, and we feel warranted in saying that had all considered the true state of affairs they would not have gone out. In this conviction we simply desire to relieve the minds of some of our readers as to the "License" question now being discussed. This measure is only the outcome of a resolution passed by the session of our Grand Division, held in Kansas City in 1883 and found on page 241 of such proceedings. This resolution has even more binding force than the action of the 19th Annual Session; it will be seen at a glance that it is no new idea in the Order, and as to the assertion that the members of the Legislative Committee of the Order are personally interested, they are simply and only carrying out the acts that they are sworn to perform without fear or favor, and will continue until such orders are either withdrawn or annulled. Jealousy many times drive one to make desperate statements and commit desperate acts and it is a matter to be regretted whenever it manifests itself, but there is no accounting for dispositions or tastes in this world and we are led to change slightly an old adage to suit this case for we believe that, with such as those who are not members, "Ignorance (not Charity) covers a multitude of sins."

WHO IS THE MAN?

The Locomotive Engineer, a new advocate for the patronage of railway employes published by the American Machinist Co., and edited by an ex-engineer, in an article called "The Coming Man" has the following to say :

"The engineers are the responsible parties of any railroad ; it is the man at the throttle who takes your life in charge when you go away from home, not the man who takes up your ticket."

The object of the article is to solicit advertising patronage and perhaps it is hardly worth our while to pay any attention to it, still as the above idea obtains with many unacquainted with train service, it is perhaps well for the MONTHLY to give the facts, and in doing so we would not in the least detract from the responsibility of the engineer.

The rules of every railway in the United states provide that "Conductors will have charge of trains and *all persons employed thereon*, while on duty" this language is quoted verbatim, italics and all from the rules of a railway and it is the same, with trifling variations of wording, on every road. It is also provided by the rules of every road that *all* employes will be held responsible for violation of rules and when the conductor gives an order in violation of rules the engineer should disregard it but so also should the brakeman and all others, and until this occurs the engineer is as much under charge of the conductor as is the brakeman. It is the the conductor who examines register books and not the engineer, and when a train or order is forgotten by both it is the invariable excuse of the engineer, that "he depended on the conductor" and in case of any accident affecting the train employes the engineer is always to the front disclaiming responsibility "because he is under the conductors orders."

We do not care to pursue the subject although much might be said that would perhaps open the eyes of the "initiated." The MONTHLY incurred the displeasure of some engineers by an article in volume four, in reply to an unjust attack upon conductors by a so-called railway paper ; the gentleman who objected to that article, "admitted its truth but said it should not have been printed for the public" and the same gentleman may object to this article for the same reason. Conductors are not in the habit of going out of the way to advertise themselves or their business or bring themselves to public notice, being content to pursue the even tenor of their way, unless attacked. The opportunities for an incapable conductor to endanger the lives in his charge are manifold com-

pared with those of the incapable engineer, as all acquainted with train service know whether they admit it or not.

Possibly Mr. Ford, in the above language, is endeavoring to "get even" with some man who during his (Mr. Ford's) experience on a locomotive, has practically demonstrated to him that the "conductor is the captain."

AMENDMENTS.

Be it enacted:

That Section 8 of Article 2 of the statutes be amended by adding the following;

The Grand Chief Conductor shall, between the 1st and 15th of January next following their election, issue a call for State Committees to meet in their respective States, Territories or Provinces, for organization, and the chairman of said State Committee shall be appointed the D. G. C. C., for the district over which his committee has jurisdiction.

Nothing in this Section shall be so construed as to deprive the G. C. C. from appointing other deputies in any State, Territory or Province.

C. H. WILKINS, DIV. 41

Be it enacted:

That Section 6 Article 3 of the statutes be amended, by striking out the word 'one' wherever it occurs in this section and insert the word "two" in lieu thereof, and strike out after the word is, in the sixth line "no black ball", and insert the words "less than two black balls."

C. H. WILKINS, DIV. 41.

Any Brother who desires to propose any amendment to our Constitution and Statutes to come before our next Annual meeting, will confer a favor on the order by sending it to us, and it will be given a place in the MONTHLY, and we will have an opportunity of discussing it in our divisions before the meeting, and all can act intelligently. Amendments to the Ritual cannot be printed but will be sent out in our monthly circulars to divisions, so all will be reached. As soon as we can after a full list of delegates are received we shall make up the Standing Committees and advise you of them so that they will have an opportunity to look up their respective duties. Amendments however, cannot be referred to them or sent them by members only through the Grand Chief Conductor, who is the proper judge of their reference and the proper committee for such reference. So let us have your amendments. We are many times asked why this, that or the other isn't done by the Grand Division., now is your chance to be heard, every member has an equal chance with the delegate to offer his paper and we hope all will avail themselves of our offer.

*ENGINEERS NOT IN IT.**What a Q. Engineer Says About Licensing Engineers and Conductors.*

Capt. Williams, one of the oldest and best engineers on the Q. road, says it is not true that the engineers and conductors of the country propose to unite and ask Congress to pass a law licensing engineers and conductors. He says that he has heard that a move was on foot to have Congress do something to the end that conductors be licensed and placing certain restrictions and conditions, thus preventing the young men, inexperienced favorites, handling trains, but the engineers are not in the thing at all. Their Brotherhood is their protection, and they need no legislative enactment. The rules of their union or brotherhood are stronger and more practicable than any law that Congress might enact, thinks Captain Williams, and young inexperienced men are rarely if ever entrusted with an engine. To man an engine a man must fire until he is considered competent, and if he is not reliable and careful he will never get one. Capt. Williams thinks the accidents where the engineer is at fault are few—not one out of ten. It is usually the conductor who gives the orders. Were it not for the engineer often refusing to go, accidents would be more numerous.

“And now in conclusion,” says Capt. Williams, “say for me that in this move for licensing engineers there is absolutely nothing in it. We do not need it; do not ask for it. I have heard there is a move among some conductors for such a law, but about it I know nothing—only a rumor.”

The above clipping was handed us by a friend, we do not know where it was printed neither do we know the Captain, but we do know that engineers older than the Captain have been mistaken and to verify this our mind has only to go back a short while to a case happening on the line where the Captain is employed, where an engine ran by a flag and pulled his conductor into the rear of a passenger train, for which both were dismissed, the conductor was blamed for not running his train and rightly suffered the consequence, under the rules that the Captain pulls a train, as in the case of all lines, with possibly half a dozen exceptions, the conductor is in charge fully and the Captain would have to back up his refusal to move very strongly or suspension would surely follow for refusal to obey orders. And as to the assertion that “their Union or Brotherhood is stronger than any law can make it” we must again differ, for if this be so why were incompetent men placed in charge of engines at Brooklyn, N. Y., not long since, and this same Union were powerless to prevent it, a fair license law would have prevented this same occurrence. We have always deprecated this “I am holier than you” idea. It is wrong, as every employe in the service is more or less dependent upon his associate, so are all our Railway Or-

ganizations and we think the time has gone by for the "*Great I am*" idea to be tolerated among railway employees. We have never found any class of men perfect and the less we take of the perfection idea the better. We simply suggest that the next time the Captain refuses to move when ordered, that his conductor put him on the siding and send for another engineer and he will probably be given ample time to ruminate on the Vaniter Class emulation.

*RAILWAY CONDUCTORS WANT TO BE LICENSED AND
"IMPROVED."*

*Opposed to Strikes.—What is Thought of the Measure on the New York
Roads.—Outline of the Bill.*

The railway passenger's life is not a happy one.

It is inferred that everybody will admit the above statement to be true.

In making such a remark, the sympathies of the habitual traveler are appealed to, and he or she is asked to summon from the realms of thought the misty forms of the railway conductors they may have shivered before upon various occasions, and also to recall the many terrible railway disasters which have startled the world of late years.

Well, it is proposed to try to improve railway service in general and railway conductors in particular.

Naturally, the traveling world is here expected to breathe a sigh of relief.

This is how it is suggested to begin the good work:—

THE "O. R. C.'S." BILL.

A bill providing for "licensing railway conductors on certain railways within the United States" will shortly be presented to Congress, and the most powerful organization of the said conductors—the "O. R. C.," perhaps better known to the uninitiated as the "Order of Railway Conductors"—is apparently strongly in favor of the measure.

So much so, in fact, that Grand Chief Conductor C. S. Wheaton is now in Washington, and will possibly remain there for some months, with the intention of pushing the proposed act referred to in the interests of the organization he represents.

A hasty glance at the bill as now worded would seem to show that it might benefit railway conductors and the general public at the same time.

A GOOD IDEA.

But a more careful reading of the proposed Congressional measure may cause people to think that while the idea it embodies is undoubtedly a good one, the detail and wording proposed for adoption as necessary to carrying it out are not sure to escape criticism.

At least, such seems to be the opinion among some of the railway conductors, many of whom were spoken to upon the subject by a HERALD reporter.

However, the substance of the bill appears to meet with favor and will evidently find warm support among the members of the Order of Railway Conductors.

This organization was originally planted in the West about ten years ago,

has recently been finding favor among eastern conductors, and is now said to number about twelve thousand members, divided among 228 divisions. The order extends throughout the United States, Canada and Mexico.

In the Western States it is said that ninety-nine out of every hundred conductors belong to the order, but in the East the proportion is not nearly so large though rapidly on the increase.

OPPOSED TO STRIKES-

One praiseworthy feature of the organization seems to consist in the fact that there is no "strike" clause in their constitution, and members of the "O. R. C." spoken to recently upon the subject of the proposed license desired to have it stated that they were utterly opposed to strikes, and, as one of the order expressed it:—

"We desire to behave as gentlemen and be treated as gentlemen. If any disputes arise between us and our employers, let them be settled by arbitration.

Very sensible remark, it would seem.

That being about the basis upon which the "O. R. C." appears to be willing to stand or fall, perhaps it would be time to glance at the measure they will present to Congress as calculated to further their aims and ambitions.

As previously stated, the bill is known as "an act to provide for licensing railway conductors on certain railways within the United States," and extracted from its wrapping of long, wordy mysteries, apparently necessary to all legal documents, it is in substance as follows:—

OUTLINE OF THE BILL.

It is proposed that on and after the 1st day of July, 1889, no railway company within the United States, which is engaged in the transportation of property within the United States (and Territories, of course), or to a foreign country, whether such transportation of passengers or property be accomplished wholly or only in part over its own line of railway, shall employ or permit any person to serve as a railway conductor unless such person is licensed as "herein after provided" by the bill.

It is further proposed that there shall be a chief examiner "who shall be appointed from time to time by the President, by and with the advise and consent of the Senate, and who shall be selected with reference to his fitness and ability to systematize and carry into effect all the provisions of law with reference to the licensing of railway conductors, and who shall have had not less than five years' experience as conductor on a railway train or on a surface railway in the United States, and who shall be entitled to a salary of \$3,500 a year and his reasonable traveling expenses or mileage at the rate of ten cents a mile incurred in the performance of his duties.

CHIEF EXAMINER'S DUTIES.

The duties of this "chief examiner" are to be under the direction of the Secretary of the Treasury, to "superintend the licensing of conductors" and receive and examine all reports and accounts of the supervising examiners.

A certain number (exact figure not yet agreed upon) of supervising examiners are to be appointed by the chief examiner, "by and with the consent of the Secretary of the Treasury," the said supervisors to be selected for their "knowledge," skill and practical experience in railway train service and the operation of railway trains, and the duties, requirements and qualifications of railway conductors." Five years' practical experience as conductor of a railway train will be one of the requirements of a "supervising examiner," and it is pro-

posed that they "shall be entitled to a salary of \$2,500 a year" and "reasonable traveling expenses."

The chief examiner and supervising examiners are to assemble as a "National Board of Examiners" at Washington, D. C., on the earliest practicable day after their appointment and organize and enter upon their duties, and are to meet thereafter once in each year at Washington "on the second Wednesday of January and at such times as the Secretary of the Treasury shall prescribe, and shall, with the approval of the Secretary of the Treasury, assign to each of the supervising examiners the limits of territory within which such supervising examiners and the district examiners under their respective supervision shall respectively perform their duties," and they are for that purpose to divide the United States into a number of districts.

TO MAKE LAWS.

In addition, this section of the proposed act, No. 5, contains the clause that, "The Board shall establish all necessary regulations required to carry out in the most effective manner the provisions of this act, and such regulations, may be from time to time changed or modified by said Board with the approval of the Secretary of the Treasury."

In each of the proposed "districts" the bill suggested that there should be "two district examiners who shall constitute a Board of Examiners for such district (each to have the usual five years experience, &c.) and to receive a salary of \$2,000 per year, to be paid annually under the direction of the Secretary of the Treasury."

The Secretary of the Treasury, it is proposed, may also permit "in such districts where their services are actually required assistant examiners, to be appointed at a salary to be fixed by the Secretary of the Treasury, not to exceed \$1,500 per year.

And the Secretary of the Treasury may permit the appointment of a clerk to such "chief examiner and such supervising examiners and such boards of district examiners, or any of them, as may be necessary, at a compensation not exceeding \$1,200 per year to each person so appointed."

NO BAD CHARACTERS WANTED.

The district examiners are to be appointed by the chief examiner "on the recommendation of the supervising examiner of the district for which they are appointed, and with the advice and consent of the Secretary of the Treasury." This clause, No. 7, then reads:—

"No person who has not the qualifications and requirements prescribed by this act, or who is intemperate in his habits, shall be eligible to hold the office of either chief examiner, supervising examiner, district examiner or assistant examiner, or to discharge the duties thereof; and if any such person shall attempt to exercise the functions of either examiner he shall be deemed guilty of a misdemeanor, punishable by a fine of five hundred dollars, and shall be dismissed from office."

The boards of local examiners are to have power to license railway conductors, and are to inquire into the habits of life and mental and physical qualifications of each applicant for a license, and if they are satisfied with the "proofs he presents in support of his claims, and with his capacity, experience, skill, habits of life and character," and find that they are "such as to warrant the belief that he can be safely intrusted with the duties and responsibilities of the station for which he makes application, they shall grant him a license authorizing him to discharge such duties for the term of one year. But such license

shall be suspended or revoked upon satisfactory proof of bad conduct, unskillfulness, intemperate habits, incapacity, inattention to his duties or wilful violation of any provision of this act"

STILL MORE POWER.

To the other powers which this act professes to give to the district boards is that of "full power to summon and compel the attendance of witnesses by a similar process as in the Circuit and District courts of the United States, and either member thereof may administer oaths and affirmations to any party or witnesses and examine them under oath; and in investigations for the suspension or revocation of any license such reasonable notice in writing as shall be prescribed by the regulations of the National Board of Commissioners shall be given to the alleged delinquent of the time and place of such investigation."

An oath to "faithfully and honestly" perform his duties will be demanded by the examiners of each conductor who receives a license. He will have to wear a badge with his license number upon it, and must have "at least—(number not decided upon) years' experience as a railway conductor on a surface steam railway or as a brakeman on a freight train on a surface steam railway."

WHERE THE MONEY WILL GO.

In conclusion, a fee will be demanded for each license; complaining conductors can appeal from the district examiners to the supervising examiner of the district; witnesses' fees, &c., are to be paid by the Secretary of the Treasury; the supervising examiners are to cause the prosecution of any person violating the provisions of this act and those licensed conductors who "wrongfully or unreasonably refuse to serve in (their) official capacity" will have their license revoked; the chief examiner, supervising examiners and district examiners are to give bonds for the faithful performance of their duties. "Office room, stationery and printing and other things necessary for the use of their respective offices as may be required therefor" are to be supplied by the Secretary of the Treasury, but this expense, together with the salaries of all officers, traveling expenses, &c., are to be paid out of the "revenue received into the Treasury from fees received from licensing railway conductors and from penalties received for violations of the provisions of this act," &c.; \$500 is fixed as the penalty for violations of the provisions of the act by railway corporations or their agents, but the last section of the act No. 28 provides for the appropriation of an undesignated sum of money "for the uses and purposes of this act for the fiscal year ending June 30, A. D. 1889, and the intervening time anterior thereto," in addition to the amounts collected for licenses, &c.

WHAT CONDUCTORS SAY.

The *Herald* reporter who called at several "conductors' rooms" in search of opinions upon the bill outlined above found it very difficult to get any of the conductors to express opinions for publication upon the subject, and it was still more difficult to get the name of any person daring enough to discuss the matter.

Several conductors were found at the New York and New Haven depot, and they all collectively expressed themselves as being strongly in favor of the bill, as it was considered a measure tending to "increase the personal safety of the general public," claiming that travellers would rather trust themselves under the care of a candidate who had "graduated at the brake" than in the hands of a conductor freshly appointed from a clerkship in a dry goods store.

They also claimed that the eighty-five or ninety men forming the New

Haven division of the "O. R. C." were all in favor of the bill, and that they should have the same benefits as the sea pilots enjoy, they virtually being "land pilots."

Conductor A. A. Evans acted as spokesman for a number of New York Central and Hudson River Railroad and New York and Harlem River Railroad conductors who were found in the "conductors' room" at the Grand Central Depot.

Mr. Evans said that he and his companions had not heard much about the bill, but if such a measure was used as it should be used it might be beneficial, but there is danger of turning the 'O. R. C.' into a political machine." Then he referred to the case of one man at the "Grand Central," who, he said, could control 500 votes by a word. There were no members of the order at the Harlem division, added Mr. Evans, and very few on the Central.

A conductor on the Central was of the opinion that there seemed to be too much "civil service" and "red tape" in the measure, as well as "too much 'salary.'"

SUPPORTING THE MEASURE.

A Delaware, Lackawanna and Western conductor, speaking for a number of his associates, said :—

"Our sympathies are with Grand Chief Conductor C. Wheaton, who is active in supporting the bill. The measure is intended to improve the standing of the conductors and thereby benefit the public. Sixty-three passenger conductors out of about a hundred on this road belong to the order and support the bill."

But one New York, Lake Erie and Western conductor could be found yesterday afternoon willing to express an opinion, and he said that the "Erie" possibly had about two hundred and fifty passenger conductors, and that the majority of those who belonged to the order supported the measure, while the others were not opposed to a license, but knew little or nothing about the proposed bill.

At the Pennsylvania Railroad headquarters in Jersey City, the conductors appeared to know very little about the proposed measure, but did not appear to be opposed to a license.

One Pennsylvania conductor remarked, however :—

OPPOSED TO THE BILL.

There are very few members of the order on the Pennsylvania road. Personally I am opposed to the bill. It's a ——— political job and I shall oppose it all I can. I must admit, however, that I have not read the bill and that we have not discussed it, but we shall do so on Sunday next at the meeting of Neptune division, No. 169, of the 'O. R. C.'

"I don't see where it is going to benefit us or how it will prevent the public from slinging that old 'chestnut,' 'I'll report you,' at our heads.

"On the Lehigh Valley Railroad, Cherry division, they are opposed to it," he added.

At the "conductors' room," of the Central Railroad of New Jersey, where the Philadelphia and Reading conductors also rest while in that neighborhood, several conductors expressed themselves as being strongly in favor of the proposed license, but knew little about the wording of the bill.

Said their spokesman :—

"So far as I am concerned I should like to see a license bill pass ; it would benefit me and those who come after me."

Another conductor said :—

"I am undoubtedly in favor of a license ; no competent man should object to it. Those not in favor of a license are men who have no confidence in themselves.

On the Philadelphia and Reading there are about one hundred and sixty-five conductors. A number of them are said to be members of the "O. R. C." and support the bill.

Of the Central Railroad of New Jersey conductors possibly fifty out of

seventy-five are members of the order, and consequently support the proposed act.

The great trouble seems to be, however, that while many conductors are honestly supporting the license measure and others are as honestly opposed to it as likely to be a "political job," as they term it, but few of either those in favor of the bill or opposed to it seem to have carefully read the different sections of the proposed act.—*N. Y. Herald.*

As a result of the meeting held by Div. 169, Sunday, Jan. 15th, to consider the matter of license legislation, the Pennsylvania conductor quoted above acknowledged his error in denouncing the bill before being conversant with its features and after the matter was discussed and explained every member present announced himself as heartily and emphatically in favor of the proposed legislation; This same state of affairs is found at every place where opposition has manifested itself; it comes from either neglect or wilful misunderstanding of the matter. Those two or three divisions who have violated the law in their action on this matter, would do well to reconsider as soon as possible.—[ED.]

MENTIONS.

—At a regular meeting of Div. 147, held January 1st, 1888, it was *Resolved*, that the thanks of this Division be extended to Mr. John Thomas, for his handsome donation to Ira C. Sherry Division. P. P. Gullick, Secy.

—Anyone knowing the whereabouts of Bro. J. H. Patton, of Division 286, will do him and others a favor by addressing Bro. W. Pheehan, 716 south 9th street, Springfield, Ill., and giving the address of Bro. Patton.

—We are in receipt of invitations and complimentaries, to attend the Annual Balls of Divisions Nos. 87, 146, 8, 101, 117; but absence from the office has prevented us acknowledging receipt, and attending personally, which we very much regret. We hope however, that all enjoyed a pleasant and profitable time.

—During the month, we were able to attend union meetings with Divisions No. 169 and 80, and had expected to be present with Division No. 204, but were obliged to be represented by Bro. Daniels, Grand Secretary. The meetings were well attended, and we believe that the measures discussed, will greatly benefit all concerned.

—Chairmen of State Executive Committees should call the meetings of their respective Committees at as early a date as possible for the election of Officers for the year 1888; so that we may be organized and in as good working order for the year as early as possible.

—Bro. M. Campbell, Secretary of Division No. 124, would like the addresses of D. T. Jeffries, M. Ourtis, G. B. Silvernail, H. H. Jacobs, Munson Lignor and James Davis. Bro. Campbell's address is box 706, Ogden, Utah.

—Bro. Thomas Kilpatrick writes from Los Angeles, that they are having a very bad time with snow on the mountains; but the orange blossoms are in

RAILWAY CONDUCTORS' MONTHLY.

bloom in the valleys, making a very great contrast in the position. We shall be glad to hear from him again.

—Bro. Wm. Moffatt, Secretary of Division No. 45, desires the address of James Grimes. Bro. Moffatt's address is Oneonta, New York.

—Divisions of the Order will be organized at Horton, Kansas, and Rome, Georgia, before the next issue of the MONTHLY.

—Bro. Wm. P. Daniels, Grand Secretary, has been in Washington since January 13th, engaged in the work of the Legislative Committee before Congress. Ye Editor spent January 24th and 25th in the office, the first in two months. But returns on the 26th to Washington, to relieve Bro. Daniels so that the work of his Department will not get too far behind.

—THE "DO NOT" ORDER.—On a great many single-track roads the use of the form of train order known to rail road men as the "do not," is being tabooed, as it deserves. This order has caused some very bad wrecks, and lost many a good engineer and conductor his position. The order is generally given not to pass a certain station, perhaps fifty or seventy-five miles away, because the dispatcher has a work train beyond there, or expects a special to leave the other end sometime. Often this order is received, and then three to ten others are added to it before the station named is reached, and in the interim the "do not" is forgotten by all concerned, even the dispatcher. Any dispatcher who gives this order and does not order the signal for orders displayed, and kept displayed, at the station named in the order, should be dismissed; it should be used only in emergency, and with all the caution possible. Engineers have enough to worry over without the "do not."—*Locomotive Engineer*.

—D. C. Shepherd, the railroad contractor, has the reputation of looking after the minor and trifling details of his great business with a very keen eye. One morning, while out inspecting the work on a railroad he was building, he picked up a stray spike lying by the side of the track. Then he walked to where the men were working on the road. "Look here," he called out to one of the workmen. "How is it that I find spikes lying along the track wasted? I have to pay for these things right along." "Why, where did you get that, Mr. Shepherd?" "I found it a little way up the road here." "Oh, did you?" cried the workman; "I'm real glad, for I've been hunting for that spike all the forenoon; I knew there was one missing." The august contractor concluded he could give that workman no points on economy, and "came off" immediately.

OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

56 Third Avenue,

CERT. NO.

Cedar Rapids, Iowa, February 1, 1888.

NOTICE OF ASSESSMENTS NOS. 107, 108 and 109.

Due immediately and Membership forfeited if not paid before March 31, 1888.

N. B.—No second notices are sent hereafter. Two benefits paid from surplus.

BENEFITS PAID FROM ASSESSMENTS Nos. 101, 102 and 103.								
Ass't No.	Ben No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
101	134	Jane Brennan	Death	W H Brennan	Morbus Ad's	Dec. 29,	409	50
102	135	Ellen Beary	Death	L K Beary	Heart dis	Dec. 29,	1840	14
103	136	W D Loomis	Dis.	W D Loomis	Loss of leg	Dec. 29,	4330	182
Surp	137	Mrs E W Phillips	Death	E W Phillips	Accident	Dec. 29,	440	61
Surp	138	Julia O Case	Death	Henry Case	C'n's st'm'ch	Dec 31,	684	33
ASSESSMENTS.								
Ass't No.	TO BE PAID TO		FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
107	T Bluedorn		Dis	T Bluedorn	Loss of foot	Nov 12	3599	8
108	J Tierney		Dis	J Tierney	Loss of leg	Nov 19	1699	31
109.	Expense account, for expenses of Department.							

Claims for deaths of Bros Cartright and Northcut will be paid from the Surplus.

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. P. DANIELS, Treasurer

In Memoriam.

Bisnett.—Mrs. Mary E Bisnett, wife of our worthy brother, O. Bisnett, of Maple City Division No. 25. Mrs. Bisnett was a loving wife and mother, and her death is sincerely regretted by all who knew her. Her funeral was largely attended by friends and relatives, and we all offer our most heartfelt sympathy to Brother Bisnett in his sad hour of affliction. She leaves six children,

WHEREAS, God in His infinite wisdom has seen fit to remove from our midst the beloved wife of Brother Bisnett, be it

Resolved, That while we most deeply deplore the loss sustained by our brother, yet we bow with resignation to the Divine will.

Resolved, That we hereby offer to our dear brother and the children of the deceased our sincere and heartfelt sympathy in this their sad bereavement.

Resolved, That these resolutions be spread upon our minutes, and a copy of them be sent to the family of the deceased, and also the RAILWAY CONDUCTORS' MONTHLY.

F. J. GORDON,
E. H. COOPER,
P. REDMOND,
Committee.

Priest.—At a regular meeting of Z. C. Priest Division No. 56, O. of R. C., held December 5, 1887, the following was adopted unanimously:

WHEREAS, It has pleased the General Superintendent of the Universe to remove by death from the railway service and from the cares and duties of life one who has in an eminent degree performed the duties of an official of an important railway line, and who has met the responsibilities of life to be commended; and,

WHEREAS, It is fitting that this division of the Order of Railway Conductors, bearing his name, should give public and formal expression to sentiments of regret and condolence to his family; therefore, it is

Resolved, That in the death of Zenas C. Priest, the members of this division have lost a kind and true friend, and one whom it has been a pleasure to be associated with as a superior and friend; and that we will ever remember his sterling qualities of mind and heart that have endeared him to us; and that his many virtues we will try to emulate. To his family we extend our sincere condolence, and with his many friends will join in holding in the highest regard the name of Z. C. Priest.

Resolved, That a copy of these resolutions be sent to the family of the deceased and published in the daily papers, and that the same be spread upon the records of this division, and to be published in the RAILWAY CONDUCTORS' MONTHLY.

B. H. DAYTON,
J. C. SMELDON,
HERMAN FONDA,
Committee.

Tyer.—At a regular meeting of Star Division No. 137, Order of Railway Conductors, held Sunday, Nov. 6, 1887, the following resolutions were passed:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to remove from our midst our beloved brother, George W. Tyer, Chairman of District No. 14, Order of Railway Conductors; therefore, be it

Resolved, That while submitting with human patience to the will which has deprived us of his presence in a way we cannot question, we deeply feel the absence of one so long among us, whose many virtues and wise counsel has endeared him to us.

Resolved, That our hopes extend beyond this life for his happiness, in a firm belief that there exists a better state in the long eternity toward which we are progressing.

Resolved, That we extend to the bereaved relatives of our deceased brother our profoundest sympathy in this their hour of sorrow.

Resolved, That to his immediate associates, with whom his daily duties brought him in close connection, we turn our sympathy in the loss they have sustained.

Resolved, That our charter be draped in mourning for the period of thirty days, and that these resolutions be spread on the records of the division and a copy sent to the immediate relatives; also to the RAILWAY CONDUCTORS' MONTHLY and the daily papers for publication.

W. B. KAYWOOD,
C. S. FIRTH,
J. C. LANGHAM,
Committee.

West.—At a call meeting of Lanier Division No. 185 O. of R. C., held Sunday, November 18, 1887, by committee appointed, the following preamble and resolutions were adopted:

WHEREAS, It has pleased the Allwise Ruler of the Universe to remove from among us our beloved brother, M. N. West,

Resolved, That we deeply feel the absence of one so true to our Order, and that in his sudden departure we recognize the brittle thread that binds us to earthly things.

Resolved, That Lanier Division tender to his bereaved family its heartfelt sympathy in their sad bereavement.

Resolved, That these resolutions be spread upon the records of our Division, and a copy be sent to the family of the deceased as a testimonial of our grief and sympathy; also that a copy be sent to the RAILWAY CONDUCTORS' MONTHLY.

W. K. McCONNELL,
J. S. HAM,
W. H. McGINNIS,

Committee.

Seima, Ala.

Papworth Walter—At a regular meeting of North Platte Division No. 35, O. of R. C., held at North Platte, Dec. 18, 1887, the following resolutions were adopted:

WHEREAS, The Almighty Ruler of the Universe has seen best to take away one of our oldest and best members; therefore be it

Resolved, That the charter of this Division be draped in mourning for the space of thirty days; and be it

Resolved, That the sympathy of this Division is hereby extended to the widow and orphan of our deceased brother, who have been bereft of a loving husband and kind father; and be it

Resolved, That a copy of these resolutions be sent to the wife of our deceased brother, and that they be sent to the RAILWAY CONDUCTORS' MONTHLY for publication.

W. T. PARK,
W. C. McKEOWN,
G. R. HAMMOND,
Committee.

North Platte, Dec. 18, 1887.

Apgar—At a regular meeting of Monon Division No. 89, O. R. C., held at Falls City Hall, Louisville, Ky., Sunday, Dec. 18, 1887, the following resolutions were unanimously adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to remove from our midst our beloved brother, P. C. Apgar; therefore, be it

Resolved, By the death of Brother Apgar his wife has lost an affectionate and devoted husband, and that the sympathy of this division be extended to her, hoping that she will find consolation in the thought that the deceased had always been true to her best interest while on earth, and that she will meet him in that better land where grief and sorrow never enter, and that He who careth for the widow will comfort her in her great affliction.

Resolved, Another link having been sundered from the fraternal chain that binds together, may we who survive him be more strongly cemented together in ties of union and friendship, and during the short space allotted us here, strive to mutually promote the welfare and happiness of one another.

Resolved, That our charter be draped in mourning for a period of thirty days, and that a copy of these resolutions be sent to the bereaved wife of our brother, and published in the MONTHLY of our Order.

J. E. McGOFFIN,
J. T. WATERHOUSE,
H. W. ADKINS,
Committee.

Louisville, Ky.

Davis.—At a special meeting of Laramie Division No. 142, Order of Railway Conductors, held Friday, December 9, 1887, the following resolutions were adopted:

WHEREAS, The Grand Chief Conductor of the Universe in His infinite wisdom has removed from our midst our beloved brother, D. H. Davis.

WHEREAS, In the death of Brother Davis this division loses one of its most worthy members and one of its most faithful brothers; therefore, be it

Resolved, That we extend to the bereaved relatives of our deceased brother our profoundest sympathy in this hour of sorrow.

Resolved, That our charter be draped in mourning for a period of thirty days; and

Resolved, That these resolutions be spread upon the records of our division, and a copy be sent to the bereaved relatives of our brother, and that they be sent to the RAILWAY CONDUCTORS' MONTHLY for publication.

L. C. CLARK,
E. D. WOODMANSEE,
WM. STORREY,
Committee.

THE RAILWAY CONDUCTORS'

—MONTHLY.—

Volume V.

CEDAR RAPIDS, IA., MARCH 1, 1888.

No. 3.

THE WIND AND THE STARS AND THE SEA.

The wind and the stars and the sea,
What song can be sung of these three,
With words that are written in lines?
Ah, God of the stars and the sea,
The voice of the song, it should be
The voice of the wind in the pines.

The voice of the song, it should be
The voice of the coast of the sea,
Stepmother and wrecker of ships;
As deep and as hoarse as the tune
Bleak Labrador sings to the moon,
With rocky and cavernous lips.

The wind and the stars and the sea,
The Arctic night knoweth the three;
No other sojourner it hath,
Save death and these three from of old,
To whose abode, thro' ed in the cold,
No living thing knoweth the path.

There nothing to grieve or rejoice
E'er lifts up the sound of its voice—
A world ere the birth of a soul;
A thousand long ages speed by,
Still glimmering the stars in the sky,
Still whistles the gale from the pole.

Amid the unharvested plains,
The blossomless land where death reigns,
The wind sings of doom and graves;
It sings of the days when the world
Shall crumble to sand, and be whirled
Like dust in the teeth of the waves.

Where ice mountains thunder and crash,
Where frozen waves gurgles and dash,
Where love never came with its tears,
Like a lost world's desolate cry,
Shrills sea-wind to sea and to sky,
And only the ear of God hears.

—William Prescott Foster, in the Century.

A TRUE STORY.

BY MRS. B. A. ARMSTRONG.

For the MONTHLY.

"Good bye, dear," and Mr. Arnold bent his head to kiss his wife's pale lips tenderly, as she was reclining in a large easy chair.

The tiniest little midget lay in her arms, all snowy lace and ruffles, which were perfectly bewildering to masculine brains.

"Now don't fret over baby while I am gone, for I want you to get a few roses in these pale cheeks before long, or I will almost wish—" he did not finish the sentence, for a small white hand was placed over his lips, and a laughing voice said:

"There, Frank, please don't say that; for you know it will not be true." And she looked down upon her sleeping babe with all a young mother's love for her first born. He bent his head again and kissed, first the wife that he loved better than his own life, then the little one that had come three weeks before to crown their wedded love with her presence. A moment more and he was gone.

When half way down the hill, he looked back and caught sight of his wife who had come to the window to watch his loved form disappear. He threw a kiss from the tips of his fingers, and then walked briskly on.

The home he had left was a pleasant one in every respect, from the nicely-polished hearth to the trim, cosy little parlor where order reigned supreme. It would be hard to find a more kind and gentle wife than Laurie Arnold. "Love" had been her motto in all things during the two years of her married life. She was neither a blonde or brunette; but possessed that happy medium with dark brown hair and hazel eyes, fair skin, with just the least bit of red in the oval cheeks.

Mr. Arnold was rather short and stout, with clear blue eyes and a firm sweet mouth, curly brown hair that waved away from his broad white brow in picturesque confusion. He was a brakeman on the St.—P— & D— railroad, and this was his first trip out after his wife's illness. As he left the house, his heart went out in thankfulness to the Giver of all good for the blessed little home he was leaving behind.

"God bless my darlings!" he repeated many times on his way to the depot. He knew not what caused it, but he had a strange foreboding of coming ill. He tried to shake it off, but the more he tried the darker loomed the sky before him. Do coming events cast their shadows before? It seemed so, for the presentiment, if such it was, still clung to him; and before he reached the depot he almost made up his mind to

lay off; but thus he reasoned within himself: "I am foolish to be so silly; it is nothing but my dislike to leave home. If I did not think so much of Laure I could be a first-class railroader, but as it is—well, I'll get out of it as soon as possible."

He boarded the train when they were ready to start, but the strange presentiment still clung to him.

"Come, Frank," the conductor rallied him, "what makes you look so glum? You are as blue as a whetstone."

"I am blue," he replied frankly.

But Conductor Allison, who thought a great deal of his manly brakeman, laughed and talked with him until he finally forgot his gloomy thoughts for a little time.

When they were about half way down the road, Mr. Allison sent Frank back to flag the passenger train. They were on a long hill and just at the bottom was a sharp curve, and at the top was the station, where they were to side-track in order to let the passenger by. They were a little behind time, so Frank was sent back to flag, as before stated. He reached the curve and hoisted the flag, then looked back, when, horror of horrors, he saw the train had broken in two and the rear cars were coming towards him down the hill with lightning rapidity.

What should he do? No one was on the cars he felt assured, or they would be on top. He shaded his eyes with his trembling hand, for the sun was clear and bright.

"Great God!" he cried, while great drops of perspiration stood out on his noble brow. "What can I do? What can I do?" he cried wildly. Just around the curve he knew the passenger was coming, and oh! what an accident was inevitable if the cars were not stopped.

He sent a prayer on high for help, then looked around quickly, and, seeing a number of ties laying near, took them with superhuman power and placed them across the track with a silent prayer that the cars would be thrown off, then waited with bated breath the result.

On, on, the cars thundered! coming on with terrific speed. It was but a few seconds, but the terror-stricken man suffered a life-time of living agony, for he strained every nerve to watch the approaching cars.

He thought of the passengers on the train; pictured the terrible horror if the ties did not do the work intended.

They were near, almost upon him, and unconsciously he stepped aside. His whole thought was centered upon the passenger train, and the many lives which would be hurled into eternity if the cars could not be thrown from the track.

"My God!" burst from his white lips as the caboose struck the ties

and hurled them as so many feathers from the track, and on sped the maddening cars. Like a streak of lightning came the thought, "Can I catch them?" And with a prayer for help, and the one word "Laurie" upon his lips he sprang forward, and with the strength that certainly came from on high, caught the last car. With trembling feet he ran from car to car tightening the brakes; gradually, very gradually, they slowed up, just in time to avoid the collision.

The passenger engineer had seen the flag and stopped his train, just as the caboose and five cars came around the curve.

When Frank Arnold saw the danger was over he sank down like one dead. He did not faint or lose consciousness, but his strength all forsook him, and he lay in that condition of complete lassitude which follows utter prostration of will power. Kind hands lifted him up and bore him gently to the waiting train.

In the meantime, great excitement prevailed among the freight crew. When Mr. Allison had sent Frank Arnold back to flag, he went forward to the engine for a few moments, not thinking of any wrong or of harm to the neglected end of the train. He laughed and talked with the engineer for a little time, when all at once they missed the cars, then the wildest confusion reigned.

They pulled up to the station and dispatched messages in both directions, hoping against hope that the passenger was late, and they could hold it at the station below.

The superintendent, sitting in his office, received the following message: "Rear end of No. 4 going down T—— hill alone. Where is No. 8? Can she be held at F——?"

"*Merciful Heavens!*" issued from his lips as he sprang from his chair excitedly, and, rushing down stairs was just in time to catch the out-going passenger.

What his feelings were can better be imagined than described, when he found the accident had been avoided by the presence of mind and heroism of one of the brakemen.

A few weeks later Mr. Arnold received a nicely-worded letter of thanks and a few dollars reward for his bravery in protecting his end of the train at the risk of his own life. But our hero did not risk his life for a few words of thanks or a reward; but, because he was a true, brave man, and one who did his work faithfully and well under all circumstances.

He has reached the top round of the ladder among railroad men, and has passed through many perils since the above incident, but the memory of that day stands out in living letters of fire, never to be obliterated this side of the grave.

THE SUICIDE'S FAREWELL.

Farewell, my friends, adieu to shady walks,
To vernal vales and babbling brooks,
To fairest face and fascinating form.
Sweet life! I've loved thee long and well,
But alas! the time has come which
Forward to I look with trembling dread;
That time when I must quench the
Flame which warms my aching breast,
That time which fills my soul with visionary woe.

'Tis through this mental, somber veil
I behold a soothing medicine
Which annul the pangs of aching hearts,
For in that remedy-called death
The wrecked and weary soul is soothed.
But dare I plunge my crimson lips
Into the annihilating gulf?

I've filled the cup with greatest care,
Have measured out the proper dose,
O, dare I grasp the glaring glass
And swallow down the deadly drug?

O, what brings me to this direful pass!
I triumph in the thought of death
Compared with lingering thoughts of love,
Where love has driven its poisonous sting
Into my zealous loving heart.

'Tis love, my friends; 'tis hopeless love
That makes me yield to self-destruction's
Expunging, exorbitating powers.
Come near me not, my friends!
No more a lacerated heart will leap
Within my weary wounded breast.

My bosom's better, part is gone
And all its vacancy is filled with flames.

Friends, stay not my trembling hand,
God will not cast the dye of death;
But He'll consent to let me live
Dishonored and disowned.
O, wrap oblivion's robes around me
That I may be forgotten soon
That love (cursed be the name) may die
With me in my own schemed demise.

Come then, thou dear deceitful friend,
Bear witness to my double flight,
Hear the groans exploding in my breast!
Kiss away the crystal tear that's quivering on my cheek.
Let thy tender fingers rest upon my poisoned lips
And when my soul is stealing out
Let my eyes rest motionless on thee,
Let thy fair face be stereotyped upon the
Deathly glare of my dim fading eyes

And when I rest in the lulling lap of earth
 Out in the field hid from thy view.
 Come to my grave and plant some flowers there—
 Plant them gently over my mouldering form.

To thee fairwell, thou dearest to my heart;
 To-night swift winds will waft my soul
 To realms unseen by mortal eyes,
 And tempest tossed as a wounded sea-gull
 In its weary flight, I'll sink at last,
 Unloved, into th' eternal dark abyss.

—*J. Wheeler Heymun, Marsh Hill, Pa. in Williamsport Breakfast Table.*

THE OLD KICKER.

LEAVES HIS MONEY AT HOME AND THE PASSENGERS WILL NOT LEND HIM A NICKLE—HE TALKS THEM TO DEATH AND THEN GETS OFF AND WALKS.

The passengers in the street car saw the old kicker standing on the corner, half a block ahead, and the grocery drummer said, "Now when the old man begins to talk, you all pretend to be deaf and dumb, and no one must answer him but me." They all agreed and the car stopped and his nibs came in began to fumble in his pockets for his fare.

"I vum, if I haven't left my pocket-book at home," said he as he dropped his cane and run both hands down into his trowsers' pockets. "Awkward predicament, ain't it, he continued, as he looked at the insurance agent, with a forced smile, a sort of a ghastly grin, such as a man always exhibits when he wants to seem unusually happy.

The insurance man looked out of the window and yawned, but made no answer.

"I swan, I never did such a thing before," said the old kicker, as he run his fingers into his vest pockets, and brought them out empty. "I guess I'll have to borrow a nickle of one of you gentlemen," said he, punching the board of trade man on the shoulder with his thumb. "I'll hand it to you the next time I see you. Embarrassing, I assure you.

The board of trade man yawned and put his hand up to his ear as much as to say he did not hear.

"I say, just lend me a nickle," he yelled, loud enough to frighten the mules. "Left my money at home, you know."

The board of trade man shook his head and looked out of the window at some men digging a sewer.

The old kicker blushed and sat down and took out a snuff box and filled his nose full, and handed the box to a dress maker who sat opposite him. She smiled and shook her head, and tried to look deaf and

dumb. The old kicker put up his box and as the driver rapped on the window and motioned to him to pay his fare, he turned to the floor walker, who sat next to the dress maker, and asked him for the loan of a nickle, but the floor walker began to make motions with his fingers like a deaf and dumb person, which caused all the passengers to laugh, and then they all made motions, and pretended to be talking to each other. The old kicker did not know what to make of it. He knew the drummer was not deaf and dumb, and so he got up and walked to the other end of the car where the drummer was, and sat down by him and said:

"Beats all how many people there are deaf now days, I think it is caused by listening at the telephone. There is no nuisance that has been sprung on unsuspecting people, late years, so great as the telephone. Every time I try to talk through a telephone I get mad and swear I will have it taken out of the house. Last night I rung about a dozen times, before I could make an echo. When the girl said 'hello,' I asked her where the devil she had been all day, and she was impudent to me. She asked me what in the world I wanted, and what ailed me, and I went on to give her a piece of my mind, when she cut me off and left me talking into the hole. Well, if I had her where I could get hold of her, I would have taken her across my knee, and—"

"Pay your fare, please, old gentleman with the smut on the nose," said the driver as he put his head in the door.

"All right. Just a minute," said the old kicker as he noticed a telephone girl opposite him, blushing and looking mad. "I meant nothing personal, Miss, when I spoke of taking the girl across my knee.

"O, you wretch!" said the girl turning around and looking out of the window.

"O, I thought she was deaf and dumb. She was talking with her fingers a few minutes ago. "I say," he said to the drummer, confidentially, "Lend me a nickle till I see you again."

"What do you take me for," said the drummer, as he put on an injured air. "Do I look like a person fresh from the country, that can be taken in by every dead beat that is trying to beat his way through the world? I have heard of you before. You travel on what you can borrow. If I lend you a nickel you will go off and brag about how you bilked a countryman. No sir, I have had that tried on me a hundred times, but seldom for so small a sum as a nickel. They ought to protect passengers on these cars from the importunities of such persons. Next you will be pulling out three cards on us and asking us to bet that we can pick out a certain card. A man of your age ought to be in better business. If you were hungry I would give you a quarter, but I can

never pay car fare for such characters," and the drummer winked at the other passengers and went to the other end of the car and took the seat the old kicker had left.

"What you mean, you young jackanapes,," said the old kicker, who had turned blue in the face, trying to get in a word while the drummer was talking, "Call me a dead beat! Why, I am one of the leading citizens of this town. Got money enough in my office to buy you, condemn you. But that reminds me of a fellow who tried to beat me on a game of throwing dice, last fall at the state fair. I had been around among the hogs—"

"That was right said the drummer, you ought to have taken the premium."

"Say, old man," said the driver, "you will have to pay your fare or get off. Nobody rides without paying fare but policemen, firemen or children. Talk does not buy oats for the mules."

"Say," said the old kicker, going up to the change hole and talking confidentially to the driver, "you let me ride down and I will pay double next time I get on your car. The fact is I haven't got my money with me. What you say?"

"Naw, said the driver, who had been motioned to by the other passengers, and who had been made tired by the old kicker many times. "That dodge was played out years ago. Nobody has tried to play that on me since the war. You are too old a man to be playing children's tricks. Pull a nickel out of your pouch and whack up or get off," and the driver closed the change hole with a snap, and the old kicker started for the back door.

"What were you about to remark about being entered among the hogs at the state fair," asked the drummer as the old man passed. The kicker kept on till he got to the platform outside, without saying anything, and then he opened up:

"Talking about hogs," said he, as he looked back in the door, "This crowd could take the premium in the hog class at any fair on earth. The idea that a gentleman of wealth and refinement, who happens to have left his change at home, can't borrow a nickel of a car-load of passengers, who pretend to be deaf. Gol blast you, I can buy such critters as you are tied up in bunches like radishes. There ain't a one of you that has got a human sentiment. You remind me of a lot of people I met once at Coney Island. We were going down from New York on a boat, and—"

"There now, get off the car," said the driver, as he stopped at a

crossing, "get off quickly, or I will call that policeman on the corner."

The old kicker got off, shaking his cane at the passengers and driver, and when the car went on with all the passengers laughing at him, he was seen trying to explain to the policeman that he was one of our first citizens who had inadvertently come away without his pocketbook.

DETECTIVE AND PRISONER.

Two men sat together in the rear seat of a smoking car on one of our railroads and chatted familiarly of the ups and downs of a miner's life, the topic being suggest by a landscape dotted with coal breakers and furrowed with coal roads.

The freedom and interest of their conversation did not seem to be dampened by the fact that the younger of the two carried a revolver, while his companion wore a pair of those uncoveted articles of jewelry which are known in criminal circles as "bracelets."

The few passengers who had observed them learned from the confidential brakeman that they were a noted detective and his prisoner on the way to trial. As far as ages went, the pair might have been taken for father and son, the fine gray head of the one contrasting strongly with the crisp brown curls of his captor.

What crime had been committed the brakeman did not know, but hazarded a conjecture that it "must have been a pretty bad one or George Munson wouldn't have took the trouble to put them things on his wrists."

Presently the brakeman and the conductor satisfied the joint demands of etiquette and curiosity by stopping to exchange a few words with the detective; the former then perched himself upon the coal box directly behind the prisoner, and the latter dropped magnificently into the seat in front. The train was sweeping around a curve and past a ruined trestle on the hillside at which both of the passengers looked with some interest.

"I remember that place," said the older man.

"So do I," responded the younger; "I was born there. Came near being buried there, too," he resumed after a moment's pause.

"How was that?"

"It's a pretty long story," said the detective, "but I guess we'll have time for it between this and the next station. Way up there on the slope is the little settlement where I made my debut, so to speak; from it to the bottom of the hill there used to be a gravity road—a long, winding

track reaching from the settlement down to the top of a blank wall of earth where a slide occurred the year I was born. On both sides of the track grew saplings that had sprung up since the disaster (what I am telling you happened five years later), and they crowded the road and hung over the old rusty rails on which the coal cars used to run. You must remember that the houses were built near the mouth of the pit—that was one of the first mines worked in this country, and one of the first to be abandoned. Time I am telling about, some men were walking up track, and a lot of children playing near the top, little dev's climbing in and out of an old car which had lain there since it made its last trip, with the broken spraggs still in its wheels.

"The men were miners, all but one of them, who questioned his companion about their work and the country they lived in. He was evidently a stranger—probably a newspaper man.

"Presently, as they talked, a shout from the top of the slope attracted their attention, and they looked up just in time to see the car begin to move slowly down the grade.

"There was an impatient exclamation from the oldest man in the party. 'Them brats is always up to some mischief,' he said. 'They have started that old thing off at last; I've been expectin' to see it go any time this five year. They'll be breaking their necks yet with their tomfooling.' And another of the group added: 'We must dust out of this lively, unless we want to get our own necks broke; she'll either jump the rail or go to pieces at the bottom; lucky there ain't no one on board of her.'

"The stranger was looking anxiously up at the approaching runaway. His quick eye had caught sight of something round and golden above the black rim.

"'There's a child in that car,' he said, quietly.

"It was a second or two before his companions realized the awful meaning of that statement. A child! That was, as if he had said that in a few moments some one—perhaps one of themselves—would be childless.

"With one impulse they turned to look at the broken rails by the fault. Shuddering, they fixed their eyes again on the approaching mass, then hopelessly on each other. They could not dream of stopping the progress of the car. But quick as thought almost, the stranger took hold of a sapling and bent it down till it nearly touched the track. 'Hold it,' he said to one of the men; it will help to check her.' A rod further down another and then a third and fourth were laid in the same way. So four of the party waited for a few breathless seconds, while the two

remaining oncs hurried further down ; but one more effort and the car was upon them. The first obstacle was whipped out of the hands of the strong man who held it and the car rushed on to the second with scarcely lessened force. Again, the barrier was brushed aside, but this time the speed of the old wreck was perceptibly less. By the time the fifth obstruction was reached the new comer was able to clamber aboard and throw the child into the arms of his companion, but before he had time to save himself the old truck had regained something of its momentum and was plunging on toward the precipice.

"Well, the man jumped just as they reached the edge, just before the vehicle shot over into the air, but he had very little time to choose his ground, and so landed, as luck would have it, on the only heap of stones in sight. The others picked him up for dead and carried him up to the settlement, where the miners held a regular wake over him. But he came to life in the middle of the festivity—the obsequies, I mean—and it was found that he was only crippled for life.

"The miners, folks not easily moved, were enthusiastic about the affair and gave such testimonials as they could to show their gratitude and appreciation. One of these expressions took the form of a souvenir, signed by every man in the place, and stating in a very grandiloquent language what the poor fellow had done. His quick wit seemed to them more wonderful than his courage and devotion in a community where neither quality is unusual at all.

"The man who takes his own life in his hand every day, and has frequently to fight for the life of some companion, values a 'brainy action.' In the box with the testimonial was a purse of \$50 and a curious gold cross, that had been treasured by the mother of the lad who was saved, as her piece of finery. On it was rudely engraved these words :

" 'Given by the miners at the Noch to the man who risked his life for a child.'

"That was all. The poor fellow went away and would have been forgotten, only that the old miners told the story sometimes to their children."

The prisoner was looking out of the window. The conductor rustled around as though ashamed of the interest he had shown in the story—a story which he did no doubt was pure fiction. Only the brakeman gave way to his sympathy, and asked whether the man had ever been found.

"Not that I know of," replied the detective.

"And was you the boy what he saved?"

"I was the kid.,'

"And you never heard tell what became of the man? What would you do if you sh'd come acrost him some time?" Evidently the brakeman had an imagination which was trying to assert itself.

"Oh, I'd try to even the thing up somehow. I suppose common decency would demand that; I'd treat him as well as I knew how."

"Look here," said the prisoner, turning from the window with an apparent effort to change the conversation which, for some reason, had not seemed to interest him, "look here, old man, I've got a little keepsake that your story just reminded me of, and if I could get at it I'd ask you to take charge of it for me till—till this thing is over. If you'll put your hand in there and pull out that bit of ribbon; so"—

The conductor almost jumped out of his seat.

"D—— if it ain't the cross that you've just been telling about!" he shouted.

* * * * *

A month latter the detective was undergoing a cross examination by the conductor and brakeman.

"Yes, he was a bad lot—oh, yes, he didn't have a leg to stand upon; the facts were all as clear as day. All true about the cross and the rest of it? Just as true as gospel. What had he been doing? Throwing bombs the last thing. * * * *

Punished? Well, to tell you the truth, they won't be apt to punish him till they catch him again, I guess. Fact is, he got away from me somehow that same night. Who, me? Oh, no. I'm not on the force any more; I've been bounced."—*Edgar Mayhew Bacon in the Epoch.*

EMBLEM OF SPRING.

Trailing arbutus! emblem of spring,
Soon will thy welcome presence bring
Tidings of warm, sunny days to come
Of birds and flowers; that winter has done.

Under the brown leaves and mosses gray
Snugly thou'rt hidden, waiting the day
When the sun's warm power again shall give
Thee fresh, sweet courage to bloom and live.

Trailing arbutus! flower of spring.
Again will thy odorous blossoms bring
Memories of days that have passed away,
When love was young and life was gay.

—*Philadelphia Call.*

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Names of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

C. S. WHEATON *Editor.*

HORTON, Feb'y. 11, 1888.

EDITOR MONTHLY:—I am an amateur as a correspondent but shall make no apologies to you or the readers of the MONTHLY for being one, as I see a number of our brothers do in their first effort to the MONTHLY. I am a stockholder in the MONTHLY. in a small way, and consider that I have a right to criticize its editor, editorials or other matter that may appear within its pages if I feel so disposed, which I am glad to say I do not at the present time; on the contrary, I like the MONTHLY, am proud of it as emanating from our beloved order, and I have done all I can in my feeble way to advance its best interests. But there are others, and stockholders as well, who do not like the MONTHLY, its editor or any thing emanating from his pen or its host of contributors. Among them E. H. B. S. E. F. E. B. C. and others, and say when addressed on the subject of a year's subscription: "Oh, it don't amount to much, its editor don't know how to run a paper anyway." To all such my reply is: better write the editor and give him some advice on the manner in which to conduct the MONTHLY, or better still offer your services as editor or at least write to him and give him your opinion on subjects under discussion, that you do not coincide with them on. You might do a great deal of good in this way, and make the MONTHLY more interesting to its many subscribers. I would like to see our MONTHLY changed to a weekly at the next meeting of our G. D., and I believe it can be done with profit to the Order and benefit to its readers. Think of this subject, Brothers, canvass it coolly and deliberately in your own mind, act on your decision, and vote for it. Subscribe for it and get your neighbors to subscribe, let the Conductors Weekly be seen on the center table of every conductor in the land, and Brothers, quit your kicking at the MONTHLY and its editor, and subscribe for it, get your friends to subscribe and when you have done that do as I have tried to do and failed.

Yours Truly in P. F.,

W. H. F.

MOBILE, Ala., Jan. 4, 1888.

EDITOR MONTHLY:—At a regular meeting of Gulf City Division No. 178, held on the 28th day of December, 1887, the following officers were elected to serve for the ensuing year:

C C, W H Scholes; A C C, Pat J Collins; S and T, J P Collins; S C, T E Buckley; J C, D Edington; I S, C T Huggins; O S, Ed Rawls.

Delegate to Grand Division, Pat J Collins; alternate, W H Scholes.

Correspondent to MONTHLY, T E Buckley.

Yours in P F,

T E BUCKLEY.

HORTON, Feb'y. 4, 1888.

EDITOR MONTHLY:—At a special meeting of the G. D., held in K. P. hall, Jan. 29, 1888, Horton Division No. 226 was instituted by Deputy G. C. C. W. I. Allen, Supt. C. K. & N. R'y. assisted by the following officers pro tem :

W. I. Allen, Deputy G. C. C.; P. G. Corry, Topeka Division 179, Assistant G. C. C.; T. E. Byrnes, Stanchfield Div. 41, G. S. and T.; A. W. Hull, Minneapolis Div 117, G. S. C.; T. J. McDonald, St. Joe Div. 141, G. J. C.; J. A. Ramson, Topeka Div. 179, G. I. S.; C. F. Lawson, Minneapolis Div. 117, G. S. The following brothers were present : D. C. Gile, Arkansas Valley Division 36; C. C. Fellows, Topeka Division 179; Geo. Colbert, Topeka Division 179; D. J. Ferbeck, Topeka Division 179; A. J. Rader, Topeka Division 179; Wm. M. Bacon, St. Joe Division 141; P. F. Barry, St. Joe Division 141; Ben Throop, St. Joe Division 141; John J. Healy, St. Joe Division 141; A. G. Ford, St. Joe Division 141; L. B. Ridpath, W. I. A. Division 130; D. Bisant, Friendship Division 81; M. S. Bledsor, Rock Island Division 106; S. B. Hovey, Trenton Division 42; W. H. Gehman, Three States Division 18; D. E. Randall, Three States Division 18; W. W. Flack, Minneapolis Division 117; A. W. Hull, Minneapolis Division 117; E. C. Gilmore, Minneapolis Division 117; C. F. Lawson, Minneapolis Division 117; E. D. Owens, Minneapolis Division 117; G. T. Joslin, Indianapolis Division 103; A. R. Rise, Emporia Division 11; G. C. Allen, Carver Division 28; W. K. Cecil, Peoria Division 79; W. H. Fawcett, Kaw Valley Division 55.

Grand Division opened in due form at 1:45 p. m. All questions being answered satisfactorily Messrs. W. C. Sanders, W. H. Hollis, D. S. Capron, C. A. Ransom, A. Sharp, J. S. Moore, Ed Frick, were conducted to the Division room and given the B obligation in both degrees. Business was then declared suspended in the second degree and opened in the first degree for the purpose of initiating Mr. H. H. Smith to exemplify the work of the first and second degrees which was duly performed. Brothers W. K. Cecil and W. H. Fawcett were admitted by transfer cards. A recess of five minutes was declared by the D. G. C. C. Division again called to order for the purpose of electing officers for the unexpired term of 88 for Horton Division No. 226, which resulted in the following :

W. C. Sanders, C. C.; W. H. Hollis, A. C. C.; D. S. Capron, T. and T.; W. H. Fawcett, S. C.; C. A. Ransom, J. C.; A. Sharp, I. S.; J. S. Moore, O. S.

Executive Committee—W. H. Smith, three years; W. C. Sanders, two years; D. S. Capron, one year. Delegate to G. D., W. H. Fawcett; alternate, H. H. Smith.

The new officers were duly installed by D. G. C. C., W. I. Allen and Bro. W. W. Flack as marshal. Horton Division No. 226 meets the first and fourth Sundays in each month at 2 p. m. in K. P. hall.

After election and instalation of officers a vote of thanks was tendered Supt. W. I. Allen for his many courtesies, he having ran a special train from Topeka to Horton to accomodate the visiting members and their ladies.

The new Division starts off under very favorable conditions and it may safely be predicted that Horton Division 226 will not be the largest in point of membership but she will take rank as among the brightest in our Brotherhood of Divisions. Brother W. C. Sanders, the C. C., is certainly the right man in the right place with a very high appreciation of the principles of our beloved Order and will be ably assisted by his efficient corps of officers.

The latch string of Horton Division 226 hangs out at all times and members of the order are cordially invited to visit us.

Yours Truly in P. F.

"HOB0"

McCook Station, Feb. 12, 1888.

EDITOR MONTHLY:—Considerable ill feeling seems to exist between the conductors and engineers on some of the roads and it certainly ought not be so. Both sides in my estimation are to blame. Capt. Williams says that the engineer is the responsible party on all trains, which only goes to show that he is

not a very deep thinker. Mr. Fogg says that the passengers lives are in the hands of the engineer. That is all nonsense. There are times when the safety of the train depends on the action and judgment of the engineer. There are also times when it depends on the hind brakeman. Everyone employed on a train has a duty to perform; and on their faithfulness depends the lives of the passengers and the safety of the company's property. Some engineers don't like to admit that the conductor has any authority over them, at the same time they seldom disobey his orders. It is also true that they are sometimes dictated to by incompetent men, and of course the less a man knows the more domineering authority makes him, but the License Law will wind up that class. If conductors and engineers were all competent and treated each other like gentlemen should there would be a much better feeling among them. We all know the kind of language that some men seem to think it necessary to use in order to carry their point or express their opinion of some man that does not quite come up to their standard. There is no reason why railroad men cannot do their business in as gentlemanly a way as any other class of men.

Bros. Wilkinson, Herrick and Brownlee have been promoted to passenger runs.

Two freight crews have been pulled off on account of lack of business. We each have a five dollar gold piece saved up to pay for a license, and we all are confident that we can pass an examination.

Yours in P. F.

W. E. G., Div. 95.

HUNTINGTON, Feb, 11, 1888.

EDITOR MONTHLY:—Although it has not been customary for Ashton Div. 136 to be heard from more than once a year, as I am their correspondent I intend taking revenge on the editor and his associates for the grand officers not coming to see us, and let them hear from us often for it is a consolation to know we can be heard if we can't be seen.

Through our order the condition of conductors on the C. & O. and E. L. B. S. Ry's. have been bettered in numerous ways. We have had a committee from the several divisions on this road, to-wit: Ashton Division 136, New River Division 140, Blue Ridge Division 148, Richmond Division 152. working on the grievances of the conductors some time and we are glad to say all grievances have been adjusted satisfactorily to all concerned which takes effect the first of January, 1888. We got a raise of 25 cents per 76 miles which will average about \$15.00 per month to all conductors on C. & O. and E. L. B. S. Ry's. between Newport News, Va. and Lexington, Ky., besides other grievances, and this can all be credited to our noble Order. And still we find some members who will say "Oh, the Order does not amount to any thing. We can't accomplish any thing for we can't strike so we can't compel, consequently we have no strength and can't do anything and our superiors will not recognize us." I am glad to say we have convinced all who have been laboring under this great mistake in this country differently and I know we have shown them that we have accomplished something that never would or could have been accomplished had it not been for the Order of Railway Conductors, still we did not strike or compel our superiors to submit, but went like gentlemen, and like employees should before their superiors and employers and laid our grievances before them giving good reasons why they should be recognized and adjusted. We were treated like gentlemen by our superiors and our grievances taken up immediately and adjusted satisfactorily to all concerned. Too much cannot be said in praise of Gen'l W. C. Wickham, 2nd Vice President C. & O. R'y., J. D. Yarrington, 2nd Vice President Western Div. N. N. & M. V. R'y., and J. T. Odell, Gen'l Supt. C. & O. and E. L. B. S. Ry's. for the way in which they met and used this committee, showing us plainly by their actions that they were the conductors friends. We are ready to say we have as good a set of officers from President down to Train Masters, on this road as any road.

We favor license for conductors through this country. I have had the pleasure of visiting New River Division 140 twice in the past two months and in their behalf I will say I never saw more Brotherly love shown or more interest taken in any Division of same membership. Every member of this Di-

vision are freight conductors except one, that one is J. L. McCreery, the popular and efficient agent and yard master at Hinton, and you will hear Louis now telling how he used to run way freight. Ashton Division 136, under its new manager, J. A. Paul, and his subordinate officers, have come out with a new schedule for '88, new letter heads and lots of new ideas as to improvement in their room and work and we are glad to see it and hope they may continue to promote the interests of Division 136, and the Order generally. We can now place Ashton Division 136 on equal footing with any Division of same membership as to good work and brotherly feeling toward mankind. So by extending all an invitation to give us a call,

I am Yours in P. F.,
C. L. BRUNER.

MOBILE, Ala., Feb. 10, 1888.

EDITOR MONTHLY:—At our annual election of officers I was relieved of the duties of secretary and treasurer, and the boys elected me correspondent for the MONTHLY (a poor selection). The duties as secretary and treasurer were placed in the hands of Bro. J. P. Collins. I can assure the boys that they could have gone further and done worse. Brother Collins is truly conversant with the duties of secretary and treasurer, and he enjoys the confidence of all classes of persons. Gulf City Division is prospering first rate, everybody is satisfied, including the undersigned. Imagine my surprise after my retirement as secretary and treasurer, and when the order of business was reached under the head of new business, the Chief Conductor pro tem, Pat. J. Collins, arose and in language chaste and choice as an Ingersoll, presented me with an elegant silver pickle stand of a beautiful design with my name and the presentation from the Division engraved thereon. This, as a token of esteem for my untiring zeal and services in behalf of the Division as secretary and treasurer since its organization. Mr. Editor, to say that I appreciated it would but mildly express it. To know that the Division had been satisfied with my services was enough, but when they saw fit to bestow this present upon me as a further appreciation of my services, my cup of happiness was overflowed, and of course knocked me almost speechless, and I could but thank them in my poor, weak way, saying I should forever do my utmost to promote the Order and this Division in particular.

Yours in P. F.,
T. E. BUCKLEY.

ALEXANDRIA, Va., Feb. 12, 1888.

EDITOR MONTHLY:—Well, we write to let you know that we are still in the land of the living and holding our own. Only one passenger conductor on the V. M. Division of the R. & D. R. R. is among our number although we have tried every honorable way to get them with us, but they hang back.

We keep out of debt, and have some work to do every meeting and hope yet to become a good large Division.

Our officers for this term are good, earnest workers. They are Chas. Man-kin, C. C.; Ferdinand Faulkner, A. C. C.; Geo. B. Deetin, S. and T.; Jas. Hamilton, S. C.; Jno. Bellemey, J. C.; Geo. S. Marshall, O. S.; C. B. Donald, I. S. Grievance Committee and Trustees are Geo. B. Deetin, B. P. Padgett, F. G. Faulkner.

Mr. Laurence Keene, of the V. M. Division of the R. & D. R. R., presented this division a handsome set of officers jewels from the M. C. Lilley Co. of Columbus, Ohio. Brother Geo. B. Deetin presented them in behalf of the doner and a vote of thanks was duly tendered Mr Keene for his handsome present.

More Anon,
G. B. D., Div. 153.

LITTLE ROCK, Ark, Feb. 11, 1888.

EDITOR MONTHLY:—The Brothers of Division No. 131 were very much surprised and indignant when the congressional reports of Feb. 9 were read, which stated the chairman of the labor committee was instructed to report adversely on the bill before congress to license railroad conductors. This

it is supposed entirely puts an end to anything being accomplished this session that would undoubtedly be of great benefit to all true men in our business.

The bill met the approval of nearly the entire number of men who compose Division 131, which is composed of good men as will be found in any Division of the Gould system.

I might also state the bill was very much opposed by nearly all the engineers on the Ark. Division. I cannot say what features were in the bill that were so objectionable to their order.

We have had several changes on the great I. M. the coming winter. Resignations and several promotions have been the order of the day.

Brother J. B. Green was promoted to assistant superintendent to Mr. W. T. Kelly, who succeeded J. T. Whedon as superintendent of this division. The boys are all familiar and onto the ways of our old time Bro., Mr. Green. Mr. Kelly also is liked very well and has treated all the Brothers nicely so far.

Several of the Brothers have accepted positions on the Cotton Belt and other roads in the southwest lately. Notably Bro. Lyman and Ingram, both have left us. Such Brothers will be a credit to any superintendent employing them. The local runs on the north end have been changed as in former to Newport.

Bros. Kenedy and Bennett are on the north end, Kennon and Tygard on south, Kitto on the Memphis branch, with our old time Brother, R. W. Adams, on the Batesville passenger. Several new men are on through freight, mostly members of Division No. 3, Dick McCleary, Brownell and several others I can not at present remember.

Bro. John Duffy, from the Northern Pacific, is on a through run. Brother Duffy, report says, is to have one of the new Memphis passenger runs, providing the road can ever be completed.

Bro. Duly, our secretary, is doing well in the grocery trade. He says he still has a fondness for the rail and thinks of selling out and trying his luck again with us.

The Brothers of 131 would be pleased to hear from old Bro. E. B. Sill through the journal or otherwise. Would sooner have him visit us, we will all try and make his visit agreeable.

Brother J. C. Wood is still on the sick list and has not been able for duty in the last year, but his wants have been supplied by the generous Brothers who compose this Division.

No. 131.

MACON, Ga., Feb. 13, 1888.

EDITOR MONTHLY:—We have just received the MONTHLY for Feb. and after reading it carefully through it struck us that the members of Macon Division No. 123 have not been doing their duty in regard to helping the MONTHLY to interest its subscribers. We think that if all Divisions were to furnish such letters as No. 59 has for the last two editions, there would be no room for complaint, especially among members of the Order.

We believe that a journal published weekly would be of more benefit than our present MONTHLY, and I shall try and induce our Division to so instruct their delegate. There are many events that happen which could be published in a weekly that can not reach the MONTHLY on account of its being stale or perhaps the writer might not get his manuscript in time for the next month and then it would have to lay over still another month, by which time it would surely be very old. We have it demonstrated all around us that if a man wishes to succeed in business nowadays he must first work with all his might and then advertise his business, so that others can see what he is doing. Now, Mr. Editor, that is what the O. R. C. needs. Let us tell the public what we are doing. When we pay a benefit to the member or his family they should certainly find time to acknowledge the receipt of the same. This was ordered at the 18th session of the Grand Division. How many have complied? Brothers, one and all, if you will take your constitution and the proceedings of your Grand Divisions for the past five years, and read them over carefully I believe you will find it is not necessary to make but few changes in our laws. Let every Division

work by the laws already made, and then you can tell your delegate intelligently which need changing. We should adopt some way of creating a reserve fund in our Insurance department, and I think the amendment proposed in the January MONTHLY will be the most expedient. Every Division should discuss this question at every meeting between now and May, and then your delegate will know how to vote. The record of mutual insurance companies is not very bright for railroad men. We can recall many instances where a member had kept up his assessments until the last day and then his family only got one-fourth or perhaps one-half of the amount they expected. This may be the fate of some of us unless we provide a fund to prevent it now while we are young. The insurance and the proposed changes in our MONTHLY will be the most important matters for the Toronto convention, and it is the duty of every delegate to study up the wishes of his Division before he starts and then we will not have to spend two or three days explaining the effect of said changes. We have heard several complaints recently about not receiving notices of assessments and our Grand Secretary is invariably thought to be in fault. Now, Brothers, let us search ourselves and see that we do our part in all things and then we will be able to find out where the trouble is. It is certainly strange that some of the members never fail to get the notice and the MONTHLY, while others have so much trouble. If you keep the Grand Secretary advised of your proper address it must be the fault of your postmaster, for all are mailed at one time. We believe that every Division should compel its members to take the MONTHLY, and think the plan of No. 61 is an excellent one as stated in the February number. Let us work in harmony and unity, and if the will of a majority does not coincide in your views of a question, support that will until you can prove and change that will. If we would make a success of our Order we must one and all work. Because you are not an officer or a member of a committee is no reason why there is nothing for you to do for your Division. The officers cannot make a success unless they have the help of the members. You say our Monthly needs improving, and our Division meetings are not interesting enough to attract the members. If every brother will attend the meeting of the Division which is held on the days he is lying over and will dead head a 100 miles now and then in order to attend meetings you will soon find the means to improve both of the above faults, and we will march on a grand union body all with one mind and that to help a brother first and yourself last.

Yours Truly,

J. T. JOHNSON.

ROCK ISLAND, Jan. 10, 1888.

EDITOR MONTHLY:—The MONTHLY for January, 1888, just received and it is always anxiously looked for and always welcome. I wish all members of the Order would subscribe for the MONTHLY and then contribute something for its columns and in that way it would always be interesting for everyone (as it should be and is). In reading the different communications from different ones in the MONTHLY, I find many new items of interest and much to think over, as there are many good things to be found within its pages.

On Wednesday evening, Dec. 14, 1887, occurred one of the most pleasant receptions ever held by Rock Island Division No 106, O. R. C. The reception was held in Armory Hall and the Division room of No. 106. The Armory hall was appropriately decorated for the occasion. The letters O. R. C. forming a half circle with letters P. F. beneath them together with lamp and flag made the hall look neat and trim. The music furnished by Prof. Blewer's orchestra was grand and Prof. Strailley's prompting was of the very best. The hall was crowded with happy conductors, their wives, sweethearts and friends, who enjoyed themselves until the wee small hours called many away to duties which were made the more pleasant by remembrances of the reception and those present. The supper served in the Division room was of the very best (space will not allow me to present a bill of fare) which consisted of everything in season and was presided over by Mr. Wm. Hawthorne, caterer, with able assistants. Among the many guests we noticed Mr. S. C. Root, train master of Iowa Division C., R. I. & P. R'y, and lady; Mr. Geo. B. Swan, gen'l yard master Davenport, Iowa, and lady; Chief Despatcher F. Horton and lady; Master Mechanic

J. E. Morrell and lady; Foreman of Round House M. Hobbs and lady; Mr. J. C. Spree and lady, Mr. Bert Brockett and lady, Mr. M. Dessaint and lady, Mr. J. M. Glasbell and lady, Mr. Benton Hamilton and ladies, Mr. R. H. Clark and lady, Mr. W. M. Crowe and lady, Mr. Dolly and lady, Mr. S. Peck and lady, Mrs. M. D. Ryan and daughter, all of Davenport, Iowa; and from Rock Island Gen'l Yard Master S. W. Rains and lady, Mr. B. Hawks and lady, Mr. Tom Fairman and lady, Mr. Doyd and lady, Mr. Stuart and lady, Mr. James McCormick and lady, and many others too numerous to remember all. Bro. Dodge of Division No. 38, Bro. Donahue and lady of Division No. 31, Bro. Strain and Sullivan of Division No. 81, were among the merry dancers.

The executive committee deserve great praise for their efforts in their arrangements for the reception. Everything pertaining to it was first class in every respect. Bro. G. O. D. Ball had great credit given him by all for his excellent management of the floor and his assistants. All the committees are deserving of credit for the grand results of their united efforts to make this, the first reception of Rock Island Division No. 106, a success in every respect. The reception was called to order once by Bro. Jno. E. Baker, who said he had something to say, and when order was had he presented Rock Island Division No. 106, O. R. C., in behalf of Mrs. F. A. Bledsoe, the wife of our worthy Bro. Frank A. Bledsoe, a finely embroidered plush Altar Cloth upon which was the name and number of our Division and the letters P. F. surrounded by a fine vine of flowers. Bro. A. M. Crane, C. C., although taken entirely by surprise, (as were all brothers present) made a suitable and fitting response in behalf of Division 106.

In behalf of 106 we extend hearty thanks to Train Master S. C. Scott, chief despatcher F. Horton and F. M. Jones, for their kind endeavors to have as many members present as possible and to Gen'l Yard Master S. W. Rains for his many kind favors. Our reception was a success in all respects. May our Division have many more just such nice jolly times in the near future.

NOTES.

A finer night or better weather for a reception could not have been wished for.

A special train made two trips each way for members and guests between Davenport, Rock Island and Moline which was highly appreciated by every one.

Train Master S. C. Root was as young and sprightly as his youngest conductor present and enjoyed himself accordingly.

Mr. Jas. McCormick has the thanks of many for favors rendered. Bro. T. J. Donahue of Division 31, lent valuable aid during the evening.

The various committees looked well with their different badges and were proud of them.

The Division owes Mrs. Ira Yautis' many thanks for their committee badges which she made for them.

Brother S. C. Gifford did excellent service for the reception.

Did any one see Brother J. Dizotell that evening?

I think Brother L. L. Burch danced ONCE.

Brother Jno. E. Baker never dances—oh, no!

Brother Frank Baughman thought he had forgotten how.

Brother A. M. Crane was present and enjoyed the good time.

Brother A. S. Craig was at the reception a single man, but now he is a married man, and with his wife is visiting friends in the sunny south.

The event of limited trains on the C., R. I. & P. R'y has caused several promotions in train conductors. Bro. Clark and Baughma, of Division No. 106, and Mapes and Roper, of Division No. 38, from through freights to passenger. Bros. Yautis, of Division No. 106, and Donahue, of Division No. 31, and Conductors Rider and T. Kane to through freights.

Quite a number of brakemen have received promotions to conductorships. Business is very good on the Rock Island route and the boys are doing well.

Brother A. D. Finch and family have moved to Trenton, Mo., and is running a through freight between Trenton and Kansas City, Mo.

Brother Coman wants to look out for Brother Finch as he is liable to get lost in a crowd.

Brothers, how about your insurance? Are you insured? If not, why not? Don't you think you will ever have any use for it? or is it a benefit to anyone? If you have a wife and children or a father, mother, brothers or sisters depending upon you for support and you are not insured, what are they going to do when that unlooked for time comes, sooner perhaps than you anticipated, and you are no longer able to care for them, what are they going to do? Are they going to commence work? hard work that you have always kept them in ignorance of by your generous providing. Are they going to stand up under the load you have left for them to carry, by learning them to be used to the very best of everything, and then not preparing a way for them to continue the same way of living? Brothers, this is wrong. A grievous wrong (perhaps unthought of by many) that you are doing your little families day after day, and now Brothers, stop and think of this. The best and safest way to protect your families and yourself from trials and troubles of this kind is to insure in the Conductors Mutual Life Insurance. Make your wife and children, also yourself or those depending upon you happy by presenting them a policy in the O. R. C. Insurance. There has been two claims paid upon policies held in Division No. 106. One to the wife of our late Brother, D. C. Seaver, and the other to Brother A. M. Crane for disability caused by chronic Articular Rheumatism. The insurance is a great blessing to Brother A. M. Crane who is confined to the house most of the time and can hardly walk.

Anyone can see the good the O. R. C. Insurance is doing every day and if you are not a member you should go immediately to your secretary, get an application, fill it out, send it in and become a member of the best insurance of its kind in existence. Go join now, one day more of waiting and you may be too late.

Hoping, Brother Editor, you will not find this too long for a place in the MONTHLY, I will close, wishing all members of the O. R. C. a happy and prosperous time in 1888.

Yours truly in P. F.,

No. 106.

ATCHISON, Kas. Dec. 27, 1887.

EDITOR MONTHLY:—I have been a subscriber for the MONTHLY for a long time and don't remember having ever seen anything from Division No. 28. It seems as though our correspondent must have been badly laid out at some non-telegraph station. If you will give me a little space I will try and interest the readers with a few items from our division.

On the 18th we met to elect officers for the coming year. There were present about fifteen members, and a more interesting meeting we have never held. All came with the firm intention of carrying out your editorial in regard to the election of officers, and all went away feeling entirely satisfied with the result of the meeting.

For our C. C. we re-elected Brother Smith, and a better man can't be found in these parts. He deserves great credit for the interest he has taken in the work of the Order and in our Division in particular.

We also elected Brother Maher S. and T. The same may be said of him, for he has faithfully and successfully filled this position for the past year to the entire satisfaction of all, and all know this is the officer who has the bulk of work to do.

Our other officers were filled as follows: A. C., Bro. Clark; S. C. Bro. White; J. C., Bro. Shullys; I. S., Bro. Nesbit; O. S., Bro. Allen. All good workers.

We also elected Bro. Maher as our delegate and Bro. Sumner as alternate, to represent us at our next Grand Division, and I will say right here we intend he shall go fully instructed.

After each officer was elected by a majority vote, he was then elected unanimous by acclamation.

Among our members who have not been with us for some time we were

pleased to see Bro. Towne our past Chief. Bro. Towne now has a nice passenger run on the D. M. & A. Bro. Gilmore, of C. K. & I. N. was another who has not been present for some time.

By the interest taken a visitor could readily see it was the intention to make the year 1888 a prosperous one for the Order. The license question will be agitated and every effort made to advance our cause. We only hope other Divisions had as much interest shown in the election of their officers, and with "a long pull, a strong pull, and if all will pull together" we can make the year 1888 one which will be of great benefit hereafter.

We had the pleasure of attending the first ball given by Division 179, which was an entire success. There were about 400 present, including visitors from Emporia and Kansas City. The A. T. & S. F. R'y., and C. K. & N. very kindly gave free trains to and from Topeka. The supper was given at the Windsor hotel, and one had to be there to fully realize what a success that was. Bro. Ramsour, the new Chief of No. 179, certainly deserves much of the credit, for we were told he had given his entire time for nearly two weeks to make it a success. Bro. Ramsour is a hard and energetic worker and we feel quite sure with him C. C. Division No. 179 will certainly prosper.

Now, feeling that I have taken up too much of the space asked for, I will close, wishing you all a successful and prosperous new year.

F. C. W.

ST. JOSEPH, Mo. Dec. 12, 1887.

EDITOR MONTHLY:—Two months have again passed away since the Order in general has heard anything from Division No. 141. But as this is the last and closing month of the year, we desire to be heard from once more in order that other Divisions at the beginning of the new year may not be living in doubt as to whether we still exist or not. Yes, we still live, and we are not any nearer being discouraged than when we were last heard from.

But now having said a few words as a commencement of our epistle, we believe that next in order is an excuse for allowing two months to elapse without being heard from. Our excuse is this: we have been traveling. Since your last letter from Division No. 141 the writer has been making an extensive visit in the east, travelling over parts of New York, New Jersey, Pennsylvania, Canada and Michigan, also over different routes through Illinois, Iowa and Missouri. In our travels we have met with a great many true and loyal members of our Order who have shown themselves to be true brothers. We have been everywhere greeted with the extended hand of Perpetual Friendship, and have been the recipient of such favors as only one brother can extend to another. In our letter it is not necessary to enter into the details of our extended trip, neither to give names of the brothers with whom we have met nor the character of favors received at their hands, but suffice to say we have met many and all have treated us with equal kindness. Our experience has greatly encouraged us and increased our desire to be more zealous in our work to help in building up and advancing the interests of our noble order, and we wish to say this to those of our order who have a lack of interest in its welfare, sacrifice a little time if necessary; but at any rate, go east, west, north, south, or anywhere, where you can meet with brothers outside of your own Division, observe the progress which our cause is making toward elevating and bringing to a high standard our calling and occupation as railway conductors. Take note of the many acts of kindness which have been extended through the influence of our Order to the families of deceased or disabled members. Notice also the cordiality with which you are greeted by Brothers of the O. R. C. when you have proved yourself a true and worthy Brother of the same; mark, also how our Order is favorably regarded by railway officials (evidence of which we could furnish from experience if it was necessary) and then return to your labors, and then if you do not regard our cause as being well worthy of a portion of your time, labor and money, you surely cannot consider yourself entitled to any of its benefits. But enough said, let us turn our thoughts into another channel.

We realize that we are nearing the close of another year, and the next meeting of Divisions who have not already held their election of officers, must de-

termine who is to handle the reins of our respective Divisions during the year 1888. Many of our Divisions will, no doubt, begin the new year with new and unexperienced officers, and the question naturally arises, how can we as members, best promote the welfare of our own Divisions. It seems that if we, as members, wish to do the good which we may do, we can be a great help to our officers by being attentive to the regular meetings of our Divisions, quick to respond to the call of our Chief Conductor for a special meeting. Prompt in the payment of all dues to our secretary and treasurer, and ever ready when present to do our part in whatever work comes before a meeting of our Division. Let us also help to increase our membership by holding up the merits of our Order, telling of its advantages to us as conductors and members and doing all in our power to encourage to join us those who are as yet strangers to its benefits. Will we not by so doing assist in bringing into prominence and increasing the strength of our order. If not, let us ask what will. And what more can we say? We cannot advise nor dictate concerning what our Grand officers are doing, or shall do. Others may grapple with them in antagonistic debate on questions and in matters pertaining to our work and government, but as for us our ideas are not far reaching enough to cope with theirs upon questions in which their knowledge and experience greatly exceeds ours, satisfied to deal with matters relative to our part of the work until we reach that standing in knowledge which will enable us to then assist them in doing their part.

In conclusion, we can do no more than wish that the coming year may be the most prosperous of any in the history of our Order, and close this, our last correspondence for the year 1887, with the kindest regards of St. Joseph Division No. 141, to all officers and Brothers of the Order of Railway Conductors.

Yours truly in P. F.,
C. E. T.

LINCOLN, Feb. 14, 1888.

☐ EDITOR MONTHLY:—Will try and send a few lines from No. 227, as we are a new Division, and some of the Brothers may like to know what we are doing.

We started out with fifteen members, have had five petitions and three transfer cards since. I think we will have a good Division here soon.

Brothers Frid and Ford have been on the sick list but are around again.

Brother Gifford, an old B. & M. man, was with the boys one day last week.

Brother F. Sidor is on a passenger at present, and a dandy one he makes.

Business was not very good here this winter, but is picking up some now.

Will close for this by saying that we meet the second and fourth Sundays of each month and would be glad to meet any Brother that happens this way.

If you find space for this I will try again.

Yours in P. F.,
CLAUDE C.

STUART, Mont., Jan. 30, 1888.

DEAR EDITOR:—I don't often mention the weather, but the kind we have had since 1883, (and all the good resolutions attendant therewith,) has appeared on the scene, deserves a passing notice. An engine on the Utah & Northern Railway froze to the rail and getting started, she wound up the rails as she went along. Hearing an unusual noise on the roof of the cab, the engineer discovered that the noise was made by the rails passing over the top of the cab. He stopped, but not until he had torn up seven thousand four hundred feet of track.

Mining industries were paralyzed. Cakes of ice formed on the surface of the molten ores as they came from the furnaces and the gases becoming confined, explosions followed, and several large smelters were blown to atoms.

A prize fight took place in an old shaft house near Butte, and in the second round, one of the contestants was horrified to see a nose and an arm fall off his opponent, and in picking the nose and arm up off the ground, where they had fallen, the seconds found eleven fingers. They had frozen and snapped off unknown to the owners. The fight was declared a draw.

However, the balmy chinook winds are all the rage now. The range cat-

tle have lowered the hump they had on their back during the cold snap, and now take their old stand on the railroad track, ponder over the suffering they endured at that time, chew the cud of contentment, dispute the right of way with consolidated sixty ton engines, and once in a while leave their gory remains on the front end of above mentioned engines. a little on the head light, some on each cylinder head, some on the pilot, and the balance just outside of the right of way. The remainder of the herd come and hold an indignation meeting over the little that the engine didn't carry off, utter low moans, paw around an hour or so, and "resolve to get even with the very next good sized engine that comes along." They get even all right, even with the head light, and the "good sized engines" still pursues the even tenor of her way, and the pious, conscientious rancher puts in his bill to the company, a bill of eighty-five dollars, for a poor careworn, scraggy steer worth twelve dollars in the spring, should he survive.

Yours in P. F.,
MONTANA.

OSHKOSH, Wis., Jan. 8, 1888.

BRO. EDITOR:—In commencing this communication I would say it is new business to me and you will probably find that punctuation, capitals, etc., have not entered largely into my education. But if earnest endeavor to present my views, and an honesty of purpose to further the interests of the O. R. C. by every honorable and legitimate move at my command will be any excuse for perpetrating the following, please accept.

In the first place, the license bill is creating considerable excitement in Division No. 46, which I am sorry did not occur earlier. The members now appear to be very much adverse to it, and your humble servant is about in the same boat. In what is it going to benefit us who have borne the heat and labor of the day? The remark that one of the Brothers makes that some are afraid of not passing examination is unfounded. No conductor is afraid to go before a competent body of men and tell what he knows about his duties and have his future in their hands. But after that does it oblige railroad companies to employ him? They shall not employ anyone without a license as conductor. Granted two years experience gives a brakeman a chance to apply for one, and how many do you think would avail themselves of the chance? I venture to say not one out of one thousand that would not. I have just finished a conversation with an "Hon." gentleman who owns an interest in property where government license is required and also was in the same position before the same. His words were: before the license we felt the burden of responsibility greater, and were obliged to make our own men for the positions, so we could depend upon them for sobriety and qualification. We paid, let us say, \$100 per month; license came, it relieved us and inside of three month we could hire licensed men for \$50 per month, and did only pay \$75 where we paid \$100 before. Are we going to put ourselves in the same position, and that by our own voluntary acts. The same gentleman says, I think a great deal of you R. R. conductors, and would do anything to help you or your Order, but you do not want a license. Your officers are the best judges of your capabilities, and rest assured after they have promoted you, which will be only after strict trial, they will be slow to remove you. Now, Brother Editor, I hope the Brother from Division No. 76 will not score me hard or liken me to a drunken engineer or any one else. No one has the good of the Order nearer at heart than myself, and if the majority conclude we need license they must be right and we will go in tooth and toe nail for it.

Now, as to attendance at Division meetings, I would say to my own Division in particular, come to your Division and learn what is going on, and if things do not coincide with your views rise and say so, so you will soon learn the bottom facts. Your delegate brings back from Grand Division an outline at least, if not a very complete report of the business done and you, if you attend, can hear more or less of it at every meeting. I heard a Brother score a delegate some time ago about something in regard to state committees. Why, says he, I never heard about this. What is it anyway? The delegate says, Brother, how many times have you been to our meetings in the last eight months? Lots of times, was the answer, but when the record was looked up

the Brother had only attended one meeting since May. I understand since the Brother has been regular in attendance and is a most efficient worker. Now come, Brothers, and let us gather together for good and earnest work. Do you know that it is taken as almost an insult by your officers and the live working members to pass you on their way to meetings day after day and you never show up. They are working hard for your and their good and you frequently drop a sentence that cuts to the quick, as, why did you do this or that last Sunday. Come to Division and maybe things that don't suit you will not be done or modified by you so it may be more beneficial. Do you ever notice the quiet thoughtful Brother who has not missed a meeting scarcely since being promoted. Always ready to vote intelligently and to advise the Brothers rightly. You are in favor of giving him one of the chairs next election. You wonder how Bob came to be so well posted. He broke for you about two years back, then you hear Bob has a passenger run, and still another surprise awaits you, Bob has been appointed assistant superintendent. The lad you had running after red oil to fill the tail lamps a few years ago has gone to the front. The company had their eyes on the diligent worker. "Be ye diligent in small things and ye shall be rulers over many things." We cannot all be superintendents but we can make the O. R. C. worth dollars to us where it is now only cents.

Now, a word about conductors on duty, he has charge of all employes, etc., on his train and is responsible for everything. Of course some one has to be. If his engineer runs too fast he has his remedy. If his brakemen become insubordinate he also has a remedy for that. Now, I do not see why any Brother should allow himself to be laid off ten or more days for other acts. Put the brakes on your engineer and put your brakemen off or stand the consequences and then don't squeal. Be honest, upright, thoughtful in all things with your superiors, and I venture to affirm your suspensions will be few and far between, and let me conclude by saying that I think we ought to be very careful to know just where we stand before we rush into print to condemn or congratulate any Brother or R. R. company, as by so doing we may do an injury where least expected. Railroad men, as a class, are given to high flights of imagination and their rhetoric is often far ahead of their logic.

With P. F. for all
W. D. STEESE, Div. 46.

In regard to the statements made in the above letter, the MONTHLY has no hesitation in saying that either the writer of the letter or the gentleman from whom he obtained his information, is very much mistaken and unless specific instances can be given by the writer of the communications, his assertions will obtain no credit with those who know that there is but one license law of this character in force in the United States and that the men who are protected by this law are unanimous in its favor and say that *if it were not for this law*, their wages would be very much reduced and that its effect has been to increase their pay and render their situations more permanent than they were before. If some of the opponents of this legislature would advance some reason or argument instead of simple assertion, think for themselves instead of following the lead of those in other branches of train service whose personal interests are to a certain extent antagonistic to the interest of conductors, they would find themselves in a much better position to judge. The Order of Railway Conductors has almost unanimously pronounced in favor of this law, and it is no "new thing sprung upon the Grand Division at New Orleans" as has been asserted by a very few; it has been discussed by every Grand Division for the past six years and at Kansas City a resolution directing steps to be taken in this direction, was adopted and those who say "its a new thing" and "they never heard of it before" simply acknowledge their own culpable ignorance and lack of interest. License legislation was also discussed at various union meetings during 1887, notably at the famous "Rock Island Meeting" where a large number of

Divisions were represented and where a vote was taken the result being one solitary negative vote was cast by one who is now actively engaged in carrying out the orders of the Grand Division but who is obstructed by some few dozen of members who assume to speak for the whole thirteen thousand.

Again the MONTHLY advises conductors to think and act for themselves and not to permit themselves longer to be blindly led by enemies in the guise of friendship. [ED.]

FARGO, Jan. 27, 1888.

EDITOR MONTHLY:—At our annual election of officers in December last a correspondent to the MONTHLY was appointed with instructions to represent Greer Division No. 12 with an occasional item in the MONTHLY.

Well, Brother Editor, we are not so dead as we may seem. Neither are we frozen up, although we have experienced some of the worst weather in the way of storms and blizzards that ever blew across these parts. Men of iron nerve, these boys on the N. P. who do not flinch nor weaken when a trying hour comes, "snowed in," wind blowing a hurricane, "trains due," then is when good honest nerve is needed. Not wishing to brag of our boys, we do wish to say that nowhere is there a better class of railroad men for winter service than can be found on the Dakota Division of the N. P. railroad. We question if there is any Division where there are severer storms or where men get a greater diversity of experience as the Dakota Division has a number of branch lines running in different directions that fill up with snow and make it very unpleasant for railroading. Snow "bucking" is one of the pleasant pass times the boys enjoy, but now the company have procured a number of the celebrated Rotary plows. There is one on the Dakota Division in charge of Brother Walsh who is walking through the banks on the I. & N. branch which has been closed for a number of weeks. Brother T. B. Sloan, our worthy past chief, is making preparations to take a trip to lower California. Hope he will leave his "shin kicking" propensity behind him when he returns.

The recent election of officers found our Brother Baker reelected. I wish to say Brother Baker has served us long and faithfully. Just the right man in the right place. The boys surprised him the other day with a pret y pair of sleeve buttons and pin with our monogram upon each. Brother Baker is a timid little fellow and in trying to reply said: "Thanks, awfully," or something like that.

We would like to mention each member with a kind word but our time nor space will not permit. We will read them up next trip.

Yours in P. F.,
A. L. C.

SAN ANTONIO, TEX., Dec. 28th, 1887.

EDITOR MONTHLY:—As a description of the city of San Antonio, Texas, has never appeared in the columns of our MONTHLY, I will endeavor to give to the readers of our esteemed Journal a brief description of the Alamo City.

The second oldest city in the Union, San Antonio, was founded by the Jesuits priests in the year of our Lord 1564, and at present contains four of the old missions erected by these religious fathers. There is a building called the Alamo, and is held sacred by the people of Texas. For within its walls there was sacrificed the lives of 422 as true and brave a band of men as the sun ever shone upon. Their commander, Davy Crockett, held the Alamo eleven days against the Mexican army of General Santa Anna with 7,000 men. Santa Anna was a cruel and heartless Mexican General. Colonel Crockett and his men, after holding the Alamo for eleven days, and with nothing left for them to eat,

they concluded to sell their lives as dearly as possible. Crockett drew a line with his sword on the ground, and exhorted all who was willing to fight with him to the last to form on the line. With no exception all stepped to the line, and even Bowie, who was dying with consumption, had his cot carried to the line. Sunday, March 6, 1836, witnessed the fall of the Alamo and the brutal slaughter of the entire garrison. Travis fell early in the action; Bowie was slain; Crockett was pierced with a dozen balls. The sacrifice was complete, every one fell in defence of the fort. A few weeks after the fall of the Alamo, the memorable battle of San Jacinto was fought, and the happy results for Texas will live forever in the hearts of Texas people. Once again the Texan army, commanded by General Sam Houston, and numbered 783 men, were in deadly conflict with the Mexican army commanded by General Santa Anna, (the so-called Napoleon of the West.) He defied the Texas army with an army of 12,000 men. The tide of battle turned against the Texas army, when General Houston cried the battle-cry, "Remember the Alamo!" This cry fired the despondent hearts, renewed the courage of faltering men, and inspired every Texan soldier's arm for death blows in vengeance name. Not one in all that army but had cause to remember the Alamo and its terrible massacre. With the battle-cry ringing up from their hearts and leaping from their lips, they rushed with furious frenzy upon the enemy, and the result was the capture of General Santa Anna and his entire army. And last but not least General Houston gained the freedom of Texas from the Republic of Mexico.

But Texas is now a State, and the world ceases to marvel at the rapid strides of American advancement, and the phenomenal growth of our cities is past losing its savor of magic. With this fact in view, in writing you these few lines upon the metropolis of Texas, I beg the privilege of a slight digression from the valuable contributions descriptive of Southern cities. I do not desire to quote commercial facts and figures, nor to enter upon anything like a topography of San Antonio institutions, business or otherwise, which task, indeed, would consume a volume the size of our MONTHLY. In this connection suffice to say that in the last decade of growth and development she yields the palm to no other city in the South. The sun of progress and enlightenment has at last burst the cerements that held the old town to the new for more than a century, and it is rapidly winging its flight to the front rank of American cities. With a population of sterling worth, natural resources unexcelled, and including in the imperial sweep of her commerce and affluent territory excelled in size to all the New England States. Instead of dilating on the State of Texas and the city of San Antonio and its wonderful present and glowing future, I would rather inhale for one moment the air of her matchless beauty and take a glimpse into her historical past. These are, indeed, the city's most striking characteristics, and she glories in the distinction of being the Florence and the Rome of the Lone Star State. The pen of mortal man is not competent to do adequate justice to the beauty which invests San Antonio. And words have not the power to shadow the soft azure of this cloudless sky. The sunny brilliancy of its transparent atmosphere, the consumptive's paradise, or the course of the lovely river of deep blue water, adorned with a picturesque and luxurious scenery such as lavish nature seldom bestows. Beauty in this genial spot is no short-lived tyranny. A rich garment of trees, vines and shrubbery clothes the city during the winter and summer—of course to a greater extent during the latter season. However, the scene is one perpetual garden of bloom and verdure. All vegetation seems to spring from this alluvial soil. Green lawns spread far away, orchards with all the fruits of a semi-tropical climate are met with on every hand, and trees of all countries wave in the breeze.

In General Grant's travels he said that Milan stands in a sea of green trees, as Venice in a sea of blue water, is as truly applicable to San Antonio as to her fair Italian rivals. Although lying in a valley encircled by a covert of hills, the city's site is elevated nearly 1,000 feet above the sea level. The atmosphere is remarkably pure and dry, and frosts and fogs are unknown. The winter here is a mild autumn in Northern States, and the summer months fanned by refreshing zephyrs from the Gulf of Mexico, and are far less oppressive than those of the northern lakes. San Antonio's most captivative feature is the river which bears her name. This stream has its source in numerous boiling springs situated north of the city, three miles distant, in a region whose

entrancing beauty will far excite the envy of Switzerland's lakes. This spot, however, is surpassed by the San Pedro springs, lying very near the heart of the city. This spring, together with fifty acres of rustic grandeur, are enclosed, and though lacking adequate artificial embellishments, forms a park of great natural attractiveness. The glassy lakes formed by the collection of springs, and lying at the feet of sunny arbors and bowers, which in turn are shaded by the stately pecan and weeping willow. The grounds adorned with a rich coating of verdure, the sequestered groves and walks, the deep and unexplored growth, the glistening fountains and rustic bridges, and a hundred other objects of enchantment blushing in the warm light of a Texas sun combined to make this city one of those grand spots upon which the eye loves to gaze, and which when once seen can never be forgotten, but will recur unbidden and tinge the dream of fancy with its loveliness.

Another element of beauty in San Antonio is its variety. There is a happy lack of that studied uniformity peculiar to most ancient cities. This variety extends not only to what may be called the old town and the new. In the way of architecture San Antonio has much to inspire admiration. Some of the most imposing and superb products of American skill are here to be seen, and the city is everywhere dotted with magnificent structures upon which time and money have been bounteously lavished. The Government headquarters and the residences of the officers of the United States army are reputed the handsomest in America. They are situated on a hill overlooking the city, and are shadowed by a high tower from the pinnacle of which may be seen a splendid view of the city. The immense parade grounds adjoining consists of several acres, and are encircled by a handsome carriage drive lined with umbrella trees and cemented walks.

Taken all in all, it must be said with full confidence of a truthful assertion that the sun does not shine on a fairer city than San Antonio, the metropolis of Texas.

Yours in P. F.,

E. S. HEFFERNAN,
C. C., No. 76.

DODGE CITY, Jan. 27, 1885.

EDITOR MONTHLY:—Will you have the kindness to give space in our MONTHLY for the following :

For the first time in the history of this division, can it be said, as follows : Benedictions, formalities, divisions and sects were forgotten for a time, and all attention given to festivities that lightened the hearts of all participants in the way of tripping the light fantastic toe until the wee hours of the morn. All was joy and gladness, not a ripple upon the wave or a jar to mar the harmony of the moving mass. Three hundred people from the various walks of life—the cattleman, bankers, doctors, the druggist, mechanic, conductor, brakeman, fireman, engineer, light-hearted clothier, trainmaster, roadmasters, superintendents, their wives, sweethearts, and even the yardmaster as well as his worthy assistants the switchmen. Just think of it—the sick were healed, the poor clothed, the hungry fed, the lame were made to leap with joy. With but one thought who can best work and win for this the greatest event in the history of the city of Nickerson a renown as entertainers.

Invitations were sent out for this grand hop ten days previous to the occurrence, which was Thursday evening, 19th inst., and was looked upon and watched for with hopeful eyes. "Are you going to the conductors' ball?" was the question. "O, yes, indeed, I should say so. Everybody is going. Yes, yes, me and dad will both be there." And they were, and some that were not dads. Who furnished the music? Why, the Cowboy Band, of course. The Dodge City Cowboy Band? Yes, both brass and string. We had a street parade, too, and a banquet at the Commercial House. And man, you should have seen the decorations in the hall—evergreens, bunting placed in every conceivable shape, flags of the Order placed over the lanterns with the colors tastefully hung from the ceiling, and the flag we all love so well, the Stars and Stripes, suspended above the picture of him we love to remember, George Washington. On one end of the hall the banner of the Division was placed; upon the walls were hung elegant pictures. It was simply beautiful, the designs perfect. Who did

it? Everybody. To Mrs. L. J. Lemon and Mrs. A. D. Butt are due the thanks of Banana Division for the decorations, as it was these ladies who labored early and late to have them ready, and they were the designers.

The Cowboy Band did themselves well—gave us a parade upon the street of which they may well feel proud. The music was appreciated by all, not a dissenting voice. And in the hall the music was of a high degree—every piece rendered in good taste, good time, not a drag in it. Boys, keep right along in the even tenor of your way, and Chock Beeson's say that it is wonderful how Southwest Kansas is improving will be verified in a short time.

First in order was the grand march at 9 o'clock, headed by our superintendent, H. R. Nickerson, and Mrs. A. Burgess. Two hundred couples participated in this stately figure, and marched to the enchanting strains of music from the grand orchestra of 15 pieces. This was a magnificent figure, and was enjoyed as much by the spectators as by the dancers. After the march came the regular programme of dances, 48 couples upon the floor at each 12 sets, which, notwithstanding the large number engaged, was heartily enjoyed and continued to a late hour.

At midnight the elegant banquet was spread. Three hundred people sat down to the tempting repast. The proprietor of the Commercial House has a wide reputation as a caterer.

The Committee of Arrangements were: H. T. Drake, our trainmaster; Conductors Cooper, Stover, Ahlrich and McLaughlin. Gentlemen, you did your work well, and you will ever be remembered kindly by all, as you gave us an affair highly creditable. Do so again.

Committee of Reception was: Conductors E. B. Sill, G. H. Sanders, J. B. Secoy, H. Thompson and H. C. Wood.

Boys, I will be glad switched if ever the like was seen before; that hearty welcome, that honest shake of the hand, and that cheerful manner by which every guest was met, is what clears away the clouds and lets the sunshine in and makes the welkin ring.

The floor managers were: Messrs. Lemere, Ahlrich and Sain, and they were equal to the emergency. Not a fault could be found. We did not have a printed programme, so you see these gentlemen were placed in not a very enviable position. But by their courteous treatment to all, and undivided attention to this part of the entertainment, they made it a pleasure to themselves as well as their guests. "Thank you, gentlemen, thank you," comes from all.

Committee on Invitations were: G. H. Sanders, E. F. Elliott, Nickerson; W. E. Oakley, Dodge City; Jacob Hirdly, Roadmaster R. J. Parker, Newton; Wm. Cooper, Great Bend; H. C. Woods, Hutchinson; Asst. Superintendent J. N. Woods and H. J. O'Brien, trainmaster, Emporia. To these men a delicate task was assigned, as much depends upon who are going to be there, as to any other part in the make-up of an entertainment; and as you cannot invite all, you are placed in a trying position. We wanted all our friends, all that wished to be there, and some of them did come.

From Dodge City—V. J. Sturtevant, the druggist; A. Gluck, our watch inspector, who has that greatest of humbugs, the Pallaird Magnetic Shield on hand for the boys, but is man enough to acknowledge that a pin-box is better; Mack Oakley, A. R. Gadd, W. Norvell, J. H. Brown, Thos. Tate, A. H. Helm and wife, H. Norvell, wife and sister, B. F. Hays and wife.

From five miles west of Great Bend—Messrs. Seward, Stevens and Ronsol, leading cattle men.

From Hutchinson—Messrs. Briggs and wife, H. C. Woods and wife, W. C. Dearing, J. K. Brady, the Misses Houser, Mr. Plank and many others whose names I failed to get.

From Newton—Supt. Nickerson, Chief Clerk C. W. Blenler, Roadmaster R. J. Parker and wife, Dispatcher Roy Clements and wife and Miss Merriman, Supt. of Water Service McGown and wife, Asst. Supt. A. Turner, J. W. Smith and Miss Lilliard, I. H. Inman and Miss Dutchess, W. W. Cameron and Miss Schrevis, and Mrs. F. A. Burgess.

I wish to express the regrets of all present that J. N. Woods and wife and

Trainmaster Burgess were not among us, the duties of the gentlemen being such as to prevent their attendance. We missed you

I wish to say right here, if ever a set a of O. R. C. men had reason to be proud of their Superintendent, it is Banana Division 65. See what he has done for you. Asst. Supt. J. N. Woods, Trainmaster H. T. Drake and Roadmaster R. J. Parker were made from this Division; and this is not all. He not only lent his presence, but his service, and a more liberal one never was given. Every man that could be, was spared. Trains run to suit the convenience of all wishing to attend.

H. T. Drake was doorkeeper. Some would rather be doorkeeper for the Lord. But Mr. Drake was like the old lady that was going home to die. Upon arriving at Jamestown (a place noted for its Christian people) she asked, "where are we?" Upon being told, "Jamestown," she exclaimed, "Thank the Lord! If I never get to Heaven, I have arrived at Jamestown." So it is with Mr. Drake. If he never becomes doorkeeper for the Lord, he has for the conductors.

As there is an end to all things, so there must be to this communication. But I cannot refrain from saying now much good feeling these very occasions are conducive of. It cannot be computed; no rule in mathematics covers the case. This intermingling affords a study, valuable alike to officers as well as the private. We learn more of the good side of our natures. While I am a strong advocate of caste in society, yet from a business standpoint, and especially where large numbers of men are employed, scattered as they are upon railways hundreds of miles from headquarters, these very occasions do more to even up differences and to place us in a more favorable light before each other than anything else. Let them be frequent upon all railways; every officer be present, from the President down, and especially the general managers and superintendents. Here you will find among your employes the brightest, most industrious, and capable of any position within your gift, and those that will never break your confidence and assist you in making your administrations fully as successful as you would wish.

Yours in P. F.,

W. E. O.

BROOKFIELD, MO., Feb. 11th, 1888.

EDITOR MONTHLY:—Brookfield Division No. 194 gave their first Annual Ball on Wednesday evening, Jan. 25th., and it will long be remembered as the grandest social event in the history of Brookfield; too much praise can not be given to the painstaking efforts of members of our division to make the occasion pleasant for all. We must not omit to mention the names of the floor managers; first was the ubiquitous C. G. Sain, who might have been easily mistaken for a muse sent by Terpsichore, so industriously did he apply himself to the task of keeping the musicians busy, also H. H. Murphy, who danced occasionally just to fill up the set, also our good looking secretary, J. W. Wayland who was all smiles and blandishments, not forgetting Senator J. J. Reavell; if ever we felt the poverty of the English language it is now; the senator was dressed a la Oscar Wilde; we lack the volubility to describe how elf-like he appeared to float on the swelling strains of music, and many were the encomiums we heard showered on him by the ladies as his willow, willowy form seemed swaying in graceful and noiseless curves, "like a leaf on the tall poplar in autumn breezes," also the courteous and affable Jno. Birdsall deserves thanks for his skill and judgment in preparing the programme of dances,

Business on this part of the "Q" system has been very brisk within the past month, owing to the scarcity of water on the Iowa Division, but the boys succeeded in being equal to the occasion without any increase in crews or power.

Our efficient Superintendent, Train Master and Chief Dispatcher are not 'summer officials' they all began their career at the brakewheel, when railroad-ing was in its infancy. They are worth their weight in gold to any railroad company.

Our esteemed brether, M. J. Murphy has come to the conclusion that fuel, oil and gate hinges were being unnecessarily consumed, and he is now a mar-

ried man. The young lady he has made his wife is the daughter of one of Brookfields' most substantial business men and a pioneer of north Missouri.

The all absorbing topic, I mean the license question, is receiving its share of attention by our division. The majority of our members look on it something like an old fish would at a well baited hook. Our individual opinion of it is, that if it is such a good thing for the public as the clippings from various newspapers seem to indicate, the public should bear the operating expenses, we have no doubt but it would give the public better service, but are the public not receiving better service from conductors than from engineers, firemen or brakemen? ask the newsboy on the train who buys his newspapers, is it the phlegmatic engineer, or the thoughtful conductor, the green fireman or the beardless brakeman? What guarantee have we from the board of supervisors that after our social habits, our physical abilities and our mental capacity has met their most exacting demands, that this flower of railway service will be remunerated accordingly? None. On the contrary this board of supervisors junketing over the country in special cars, can readily be used as a vise to draw still tighter our already narrow privileges.

The principal argument adduced in support of the measure is to prevent railroad companies employing incompetent men; (conductors.) No wonder the engineers are pursuing a passive policy; would we not hail with delight the passage of a law requiring an engineers head to measure twenty-four inches in circumference before he could "pull her tail out?" It is asserted that no man with good character and average intelligence has anything to fear from the passage of such a bill; we would rather know what he has to gain from it.

Yours in P. F.

ED GARRITY,

Cor. MONTHLY, Div. No. 194.

PROVIDENCE, R. I., Feb. 13, 1888.

EDITOR MONTHLY:—I havent seen any thing in the MONTHLY from Providence Division No. 151, so will try to say a word. We had our installation of officers on the 11th of December.

The officers for the year are, C. C. Geo. E. Whipple., A. C. C. W. Ruhaley., S. and T. Geo. W. King., O. S. O. A. Gardiner.

Delegate, Joseph Abbott; alternate, Geo. W. King.

After our installation we partook of a substantial dinner. We now number 41, with bright prospects for the future. At our last meeting we voted to change our Saturday night meeting to Sunday afternoon, and in the future will meet the second and fourth Sunday afternoons at 2 o'clock at No. 41, Westminster street.

Our fourth Annual Concert and Ball came off Jan. 31st, and was a financial success. We extended invitations to all Divisions, and were pleased to see Brothers Pardee and Neale of Division No. 201, of New Haven. Were sorry not to see any of our Grand Officers.

Superintendent Howard of the Providence and Worcester road favored us with an extra train, to accommodate our friends and Brothers, to whom a card of thanks will be extended. We had the finest of music, and everyone seemed to enjoy themselves. We see our mistake in not sending a delegate from our own Division last year and will redeem ourselves this year. The license question does not meet with much approval here in the east. We think it will take many things out of our train masters hands that will cause unpleasantness. If our officers are satisfied with the way we run our trains it seems that that ought to fill the bill, and if we were not competent, would take us off. Our Chief Conductor sees a way where we can be benefited no doubt, and if it will a benefit to us, why have it by all means. Hoping to have the pleasure of extending the hand of Perpetual Friendship to many Brothers in the year to come, and wishing all Divisions "God Speed." I remain,

Yours in P. F.

GEO. E. WHIPPLE,

C. C. Div. No. 151

MIDDLETOWN, N. Y., Dec. 18, 1887.

EDITOR MONTHLY:—If agreeable to you I would be pleased to use a small space in our valuable MONTHLY to tender thanks to the brothers and their many friends for the kind words expressed by telegrams and letters of congratulations in our success by the appointment of Brother M. Rickard as a railroad commissioner in the State of New York, and trust they will not be offended in adopting this method of answering.

To you, kind friends, let me say I should be more than pleased to answer you individually. Time forbids, and circumstances of which I will write, I am pleased to use this medium to assist me thus.

It is with no small degree of pride that I accept your kind words, but I accept them only in behalf of my brothers of this State. I have been their servant, and as such I have endeavored to serve them. It is a great source of gratitude to me that the work done in the direction of educating and elevating the standing of my brothers (though I be the sufferer and co-laborer) in this State to which they selected me to assist in its execution.

To you, kind brothers, accept my thanks for the honor you conferred on me by setting apart duties as a member of the several State committees, which I so readily (yea, almost too much) accepted, believing then, as I do now, that I could best perform the duty I owed to you and the Order. And while you, together with your army of friends, see fit to compliment me for the work done, I should say the *success of a great cause*, I cannot take any share of the compliment thus paid more than that pertaining to an instrument. I must tender it to your kind brothers who so willingly and ably assisted in answer to the appeal. My labor was partly due you, hence the honor likewise for which they desire to compliment me they consider me entitled to the credit. At this stage you are the judge to decide how well the work was done. If I am entitled to any credit, let me share it with you for the generous support in this non-political cause, and one which I have at all times considered a *just* one, not only for our State, but for others as well, and I regret my inability to assist them.

From the hour I made the proposition to Brothers Wheaton, Brazee, Wortman, Hurty and Jackman in one corner of the division room of Division No. 2 at a union meeting, until now, I have been sensible of the responsibility. Yet I have found those too ready to ridicule through jealousy and urge their *friends to do*. I know where brothers(?) have sat in the same seats with their friends—"our enemies"—and heard the good name of brothers assailed and the "cause" likewise, yet they did not have the manliness or courage to defend either. I must ask, why? Do you or "he" expect to receive other treatment than that to which you are justly entitled (common civility)? Does his title create a fear over you? I pity you if you so far forget yourselves that you deprive yourself of that which your God endowed you with. Let me say to you, who are so afflicted, obey the orders of your officers; carry them out to the letter, and *let it end at that*. Your duty well performed, consider yourself the equal of any man. And right here I desire to say further, that I know where some will cater and have done so to politicians and accept all they say as truth and go out in the world and proclaim it as such, and charge the brothers who labor for their benefit with political trickery. Why thus? (a point for license.) Have any of the committee grown rich? Where are they? And if such is the case, I should very much like to have the luck (since luck has preceded everything) I have just discovered that "luck" is a great factor in this world at this advanced age. That is not to advance you but to deprive you of that which you are partly entitled to.

Brothers, again I thank your friends through you, and trust you will be benefitted by this move and those to follow, and remember that you have exercised your rights as American citizens (without coercion) which the servants of the people, "not their masters," desire to deprive you of.

At this point I should like to say something, but am reminded that time is up and I must leave unsaid a great deal that I meant to say in the beginning, but will say this, that I believe it to be more generous to "advise and encourage" than to "ignore or denounce."

Fraternally yours in P. F.,
C. F. WEISZ,
Sec. District No. 5.

COLS, Ohio, Jan. 5, 1887.

EDITOR MONTHLY:—On the 11th this division held its annual election of officers which resulted as follows: Chief Conductor, A. A. Shoemaker; Ass't. C. C., Bro. Seely; Secretary and Treasurer, Gus Shipley; Senior Conductor, Jas. Doty; J. C., John Mangan; I. S. Clinton Dugan; O. S., Chas. Bolander; delegate to Grand Convention, Edwin Morrell; alternate, H. Kilburn.

PERSONELL OF OFFICERS ELECT.

Bro. A. A. Shoemaker, C. C., is a passenger conductor on the C. H. V. & T. in appearance he is fine looking, tall, with full beard, affable in manners, dignified in appearance, he readily makes friends, he takes great interest in matters pertaining to the division and will make a good presiding officer.

Bro. Seeley is on the C. and T. division of the C. H. V. & T., he was prior to his election to his present office, Senior Conductor, and filled that office with credit, always present. He is a fine singer and leads in that service.

Bro. Gus Shipley was formerly Junior Conductor, and the way he would walk the boys around was a treat. He is a genial, whole souled fellow, and will no doubt make a good Secretary. He is prompt in attendance, one of the most requisite qualities that go to make a good Secretary. He is a hustler and will make the delinquents come to time. He is also of the C. H. O. & T.

Brother James Doty, the newly elected Senior Conductor, is an old time Pan Handle conductor from way back in the 60's, his popularity was evinced by the way the P. H. boys stuck to him, finally giving him the necessary two-thirds majority. It has been said of him as a conductor that no matter where he was or what the occasion may have been he always knew what he was doing. As a safe and efficient conductor Jim is a success.

Brother John Mangan has filled the position of I. S. for the past year, and was elected to that of J. C. in which position he will rattle around in brother Gus Shipley's shoes. John is the parliamentarian of the division and he rarely ever gets left on any question of moment, he is also the two year member of the board of trustees, a position we think he is qualified to fill as he is a good financier, with sound principles. He will make a good man for the place. He punches duplexes on the C. St. L. & P., and will not get his collar dislocated pulling the bell cord, as the train air signal goes in effect Jan. 1st.

Brother Clinton Dugan, the youngest member of the house carries the Williams from Cole to Cincinnati on the Little Miami. His speed is remarkable when it becomes necessary to make a call from the caboose to the engine. It was noticed that he also ran well in the election. He is a young man who bids fair to come to the front.

Bro. Boland, the gaurdian of the outer-door, was unanimously elected to fill that position for the ensuing year. He is a great favorite with the boys, having just filled that position for the past year. His reelection was made unanimous by Bro. Howe (who was installed marshal) in a neat little speech and after being duly sworn was marched to his position by the marshal. No intruders will pass Bro. Bolander's door.

Brother. Edwin Morrell, delegate elect, is the oldest and best known passenger conductor in the state. He has been on the Pan Handle for twenty-five years. Bro. Morrell is a moral man in every sense of the word, a sound speaker, sound in judgment, honored and respected in the community in which he lives. He possesses the confidence of the officers as well as of all who know him. He is also the senior member of the division committee which makes him a state officer, a position we feel safe in saying he will fill creditably.

Brother A. S. Knapp is the one year member of the Board of Trustees and a passenger conductor on the I. B. & W. road. I understand Bro Knapp has been Past Chief Conductor of a division, at which I am not surprised as he is a worker whose ability is readily acknowledged. He is a ready talker, and is foremost in all matters of the division. With such a fine lot of officers our division must prosper.

Brother Henry Kilburn was unanimously elected alternate delegate to Grand Division. He is one of those few men who after you have met him a few times you feel you had known him a life time. He is large, portly and of fine appearance; he is a prime favorite and popular with the ladies; he is a fine

singer and registers away up high. His hearty laugh is readily recognized in the large Union depot any day at 3 p. m. as Henry has a home run on the C. H. V. & T.

Brother Harry Feltrow, the retiring Secretary and Treasurer steps out of that office with the best wishes of all. He is the well known Grand Secretary and Treasurer of the old reliable Conductors Life Insurance of the United States and Canada, and his valuable time is entirely taken up with that association.

In conclusion, Division 100 is booming, everybody happy, and no one sick or disabled, with plenty to do. Everything is lovely.

DENNIS CLIFFORD,
Corresponding Secretary.

CHICAGO, Ill., Jan. 16, 1888.

EDITOR MONTHLY:—It is a long time since Chicago Division No. 1 has been represented on your pages—that is, by correspondence, the brother to whom was delegated that duty last year having signally failed. This work has been assigned to me for the coming year, and I will endeavor to fulfill its requirements to the best of my ability.

In the first place I wish to disabuse the mind of a large percentage of the members of the Order, that our division is composed of malcontents and chronic kickers. That we have erred in judgment in the past, and have suffered in consequence, is conceded by all; and that we intend to redeem our prestige in the future is the firm intention of every member. 'Tis human to err, and we are but human.

On the roll of our division are names of some who have done faithful service for the Order in the past, and the same material is still present with us and has been largely augmented in the past few years.

That we are in a flourishing condition will be readily seen by a few items from the report of your executive committee, as submitted to the division on the date of our annual meeting, December, 1887:

Number of members in good standing, 135. Cash balance on hand Dec. 5, 1886, \$876.12. Received to Dec. 4, 1887, \$1,473.35, making a total of \$2,349.47. Disbursements during the same period, \$651.56, leaving a balance in the hands of our treasurer, \$1,797.91. In addition to this the property of the division is valued at about \$200, making the total assets in round numbers about \$2,000. This, it seems to me, is a very creditable exhibit.

The officers elected for the ensuing year will, no doubt, add materially to the advancement of the interests of the division. They are: C. C., C. X. Smith, C., A. & St. L. Ry.; A. C. C., Frank Stimson, Ill. Central Ry.; S. & T., J. P. Esmay, C. & N. W. Ry.; S. C. of C., A. W. Bellows, Ill. Central Ry.; J. C. of C., W. A. Stimson, C. & W. I. Ry.; I. S., A. F. Fleming, C. & N. W. Ry.; O. S., A. W. Connors, C. & N. W. Ry.

Executive Committee.—James Curran, L. S. M. S. R'y.; A. W. Connors, C. & N. W. R'y.; E. A. Sadd, C. B. & Q. R'y.

Delegate to Grand Division.—J. P. Esmay, C. & N. W. R'y.

Situated as we are at the center of the earth, we have many visitors, and our meetings are always interesting. With a large amount of material to draw upon, it is seldom that we meet without work in at least one or both degrees.

I have over reached upon your time and space long enough for this time, and will endeavor from time to time to communicate anything that may transpire in our meetings of general interest. I wish now to say that the brothers of the Order who may chance to be in our city on any of our meeting days, will receive a hearty welcome should they visit us, and I do not think they will regret having spent an hour or two with the members of Chicago Division No. 1.

Faternally yours in P. F.

W. K.

AURORA, Ill., Dec., 1887.

EDITOR MONTHLY:—Division No. 96 has been sadly neglected the past year, so far as representation in the MONTHLY is concerned, and, believing it to be about time something is done in this direction, I have determined to write a few words for you to insert in some far off corner, where they will not come in too close contact with the articles written by some of my more worthy collaborators in the vineyard.

Division 96 held its annual election December 11th, resulting as follows: Bro. F. H. Reese, C. C., also delegate to Grand Division; Bro. C. D. Judd, A. C. C.; Bro. C. D. Rossetter, S. and T., also alternate to Grand Division; Bro. J. T. Downey, S. C.; Bro. C. F. Pomeroy, J. C.; Bro. A. Switzer, I. S.; Bro. J. C. Ruth, O. S. and last of all, your humble servant was delegated to tell all he knows, or as much of it as he can prevail on the editor to print, through the pages of our MONTHLY.

At 7:30 p. m. a large number of members of No. 96, together with their ladies, and a number of visiting brothers from No. 83 and No. 165 assembled at the hall to witness the installation of the newly elected officers, which was conducted by Bro. Belknap, of No. 83, in his elegant and thorough manner. At the close of these interesting ceremonies, a social chat was had, lasting until the hands on the clock dial neared the hour of 11, warning the happy party that the time had come for them to take up their line of march for their homes.

It becomes my sad duty to announce through the pages of the MONTHLY, the death of Bro. F. J. Brown, of No. 96. Bro. Brown was taken sick last June, when for many weeks he lay at death's door, but recovered sufficiently to go to Iowa for treatment. He returned from Iowa in September, not much benefited by the trip, taking up his residence at Buda, Ill., the home of his father, where he lingered along until December 14th, when he breathed his last surrounded by sorrowing relatives and friends. Bro. Brown leaves a wife and three small children. The funeral was held at Buda, Dec. 16th, from his late residence. Bro. C. D. Judd and J. F. Downey, accompanied by a number of brothers from No. 96 went to Buda to pay their last respects to our departed Brother. Several brothers from No. 83 were also in attendance. It was very difficult to get off duty to attend the funeral. All went who could get leave of absence. It may be that this is not a fit time to attempt to draw good from Bro. Brown's death. But I cannot refrain from drawing a lesson for the benefit of my living brothers, those who may die and leave their families destitute as in this case. He carried a policy in our insurance department until last April, when he let it lapse because it cost too much to keep it up. at the same time he was at work and drawing from \$70.00 to \$85.00 per month. My brothers, think of it! Turn it in your own direction. Apply it to yourselves. To you who are insured, I would say, don't let it lapse. Keep it up, even if you are called upon to deny yourself some of your pet "necessaries" of life to do so, do it, it is your duty. To you who are not insured, now is your time. Make all haste to make application. It is useless for you to say you are not able, cannot afford it. If you can afford to leave your family alone, friendless, penniless, in a great world like this, then go without making any provision for them. To you who have held policies and have let them die for the want of spending \$2.00 or \$3.00 per month out of your \$75.00 or a \$100 per month when you pay three or four times that amount for needless luxuries and never give it a thought, to you I would say, shame on you! Don't say one word. We don't want to hear from you. We have seen your deeds. Words from you would be superfluous, and utterly valueless as a help to your case. My advice is: repent, and renew.

But, Mr. Editor, I have been wandering perhaps in forbidden fields. I return to tell you that Division No. 96 is still on the progressive side of existence, steadily increasing her membership. I claim for our division the name of possessing some of the most enthusiastic workers in the Order. It is not self-aggrandizement that induces them in their efforts, but pure unadulterated love for the Order—only one thing we are at all lame on in our efforts to succeed, and that is music. But Bro. H. A. Mahone has announced his determination of organizing a club at once, and we say success to him.

I think I have given you enough of an item for once. If you make old 96 welcome by giving this space, we may come again in the future.

Yours in P. F.,
PLUNKETT.

CAMDEN, N. J., Feb. 12, 1888.

EDITOR MONTHLY:—A brother of Division No. 59, has had his say at length in the February number of the MONTHLY concerning his views of what our magazine should be. There is much to approve in his discussion of the subject. The MONTHLY offers us the broadest field for the promotion of the interests of the Order. The MONTHLY, we claim, should be the real exponent of the character and standing of our Order. The field is ample; all that is necessary is that it should be properly worked.

To properly and judiciously edit any periodical is no boy's play. Certainly not, when it is one which should be representative of the intelligence of conductors as a class. With the other cares and duties imposed upon Brother Wheaton, he cannot approximately do it. Of itself, properly done, it would be a sufficient and comprehensive task for any one man.

Our brother of Division No. 59 has outlined his idea of what this work should be. I propose to do the same as briefly as possible. The literary quality of the MONTHLY should be the best that it is possible to make it. It should be devoted solely to the good of the Order and the concerns of conductors, and what concerns conductors I would view from the most liberal standpoint. As conductor "has charge of trains, and all persons employed thereon," it is eminently proper that he should know his train from the pilot of the engine to the bumper of the rear car. How many conductors can explain intelligently and understandingly the problem of valve motion, or how to get the best approximate results from the least expenditure of fuel? If every conductor had a proper, or even a superficial knowledge of such matters, it would never enter the mind of the engineer, or anyone else, that he was acting merely in a clerical capacity on the train. This illustrates the point I wish to enforce, that the MONTHLY should be scientific in character. Not technical in any restricted sense, but edited with broad views. I do not believe that the engineers should enjoy the monopoly of the science of railroading, and the conductors be mere ticket takers. The proposed plan of the Grand Chief Conductor to put the MONTHLY in the hands of every member of the Order, I cordially approve in the main, and if judiciously carried out it would be the means of making the MONTHLY a magazine of pre-eminent and permanent excellence. The scientific literature of the United States and Europe teems with valuable articles that are in no way foreign to our calling. Experts from these would give character and interest to any periodical. The railway literature of the English-speaking world, to say nothing of the German and French, which would be available in translations, is profuse. The CONDUCTORS' MONTHLY should put the essential portion of this in the hands of its readers. Original articles from the men best informed in railway matters could be solicited and paid for. To make the undertaking a success, I would put all accessible sources of special knowledge in contribution, and make a magazine that railroad men generally could read with profit and interest, and could not do without. In these days of progressive ideas, a conductor without access to the literature of the railroad and its workings, has no true idea of the responsibilities of his calling. Apropos of the license question, the great objection to the scheme on the part of the engineers arose from the fear that, in case it became a law, each of them would have to pass a mechanical examination. With great truth it has been said that the man who does not know his engine is not fit to run it. With equal, or greater, propriety it might be said that the conductor who does not know his train intimately is not fit to run it. The principle of the working of his engine, and of the operation of the automatic brake, should be as familiar to him as the rule of the road and the work on his train if he hopes to make a success of his business or stand in the line of promotion. His magazine should be the vehicle of his obtaining the necessary theoretical information which he can supplement by the necessary practical self training. I would make the magazine neither wholly scientific nor wholly literary, but by careful editing and a careful mingling of both make it indispensable to every ambitious railroad man.

CAMDEN.

EDITORIAL.

THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor.*

E. B. COMAN,

W. P. DANIELS,

H. HURTY,

W. SEARS, *Associate Editors*

LICENSE.

We clip from a Philadelphia paper. We are not advised of the name, which some friend has sent us, some extracts of which we print herewith, and regret that our space will not permit our giving the article entire :

"A committee of railroad conductors, representing all the conductors and trainmen on every steam road of any consequence in the United States, will leave this city on Thursday morning for Washington, to appear before the Congressional committee on labor for the purpose of opposing a bill to provide for licensing conductors on all steam railways in the United States. The committee represent all the conductors on steam roads in the United States, and they are sent at the instigation of the United Order of Steam Railway Conductors, who mean to do everything in their power to defeat the bill.

The above described committee represent the passenger service partially, of the lines from which they hail. There is no such an organization in the country as "The United Order of Steam Railway Conductors," and the gentlemen referred to were representatives of the passenger departments of the New York division of the Pennsylvania railroad, the Philadelphia & Reading, and the conductors running between Philadelphia and Washington on the B. & O., the Hudson River division of the New York Central, and the divisions of the Lehigh Valley railroad, centering at Easton, Pa. There were no other roads represented, and the committee did not assume to have power to speak for any others than their immediate constituency. There was no organization of men for them to respect except the body congregated about Ninth and Green streets in Philadelphia, and known as the "Fellowship of Passenger Conductors," which all members of the Order will immedi-

ately recognize as what was once known as Division 123 of the Order. The names of the committee will be recognized at once by members of the Order, as being the leading spirits in the disorganization of that division. This, in and of itself, would furnish sufficient cause for their opposing anything which the Order of Railway Conductors might propose to devise to benefit the conductors of the country :

WHO THE COMMITTEE ARE.

"The committee consists of the following passenger conductors : Harry J. Smith, who runs the Boston express on the New York division of the Pennsylvania railroad, is the chairman. He lives at Chestnut Hill, and he is to make the first speech on Thursday. Andrew Quinton, of Trenton, the oldest conductor on the United Railroads of New Jersey, who has been a conductor for forty-five years ; Charles McDonough, of Germantown, of the Philadelphia & Reading, the best talker in the Order of Conductors ; Harry Brandt, of this city, of the Philadelphia, Wilmington & Baltimore railroad ; J. D. Johnson, of Bethlehem, of the Lehigh Valley railroad ; J. P. Dukehart, B. M. Forrester, William Michael and Edward Owens, of the Baltimore & Ohio ; J. T. Levengood, of the New York, West Shore & Buffalo, and J. H. Wicks and B. C. Trowbridge, of the New York Central & Hudson River railroad. This committee, while it represents the conductors' order on the Eastern trunk lines, also represents the conductors on the big Western roads. Messrs. Quinton, Levengood, McDonough, Johnson, Dukehart and Wicks made speeches before the committee on labor last Thursday. Conductor McDonough made a speech opposing the bill that lasted for an hour, and his speech made a sensation, and he was complimented by the members of the committee on labor for his able arguments."

This portion of the article is not given with any view to embarrass the gentlemen who composed this committee, but simply to give the facts, as they are, very plainly ; and we believe that each and every one should be willing to stand upon his merits in this matter. Mr. Smith, the manager of the committee, was formerly a train agent on the Pennsylvania road, and received his appointment to that position through a prominent gentleman in Philadelphia. When the train agents were discontinued, Mr. Smith was made extra passenger conductor on this road, and has continued in the service to this time. Mr. Quinton is well known to the conductors in that territory, and is now on the retired list of the Pennsylvania road. Mr. McDonough, of the P. & R., being one of the leading spirits in the disorganization of Division 123. Elsewhere in this issue will be found his remarks to the committee on labor of the House, and they will stand or fall upon their merits. Mr. Brant, of the P., W. & B., is a passenger conductor on that line. If we remember rightly, he has seen some freight service in connection with his present position. J. D. Johnson, of Bethlehem, from the Lehigh Valley road,

spoke somewhat extendedly, and thinks he is opposed to license. His remarks will be found elsewhere in this issue, and our readers will be competent judges as to whether he was opposed to, or in favor of, the measure. Messrs. Dukehart, Forrester, Michael and Owens, of the B. & O., were passenger conductors on that line. We are not advised of the extent of their experience, though Capt. Dukehart is one of the old stand-bys of the B. & O. J. Y. Levensgood, of the N. Y., W. S. & B., a passenger conductor on that road, and Mr. J. H. Wicks, of the N. Y. C. & H. R. R. R., who is also a passenger conductor of that line.

Our readers will very quickly discern that the opposition to this law is stimulated, first, by a general opposition to the Order of Railway Conductors; second, by the further idea that the line of baggage car promotions, of which they are almost all instances, is to be affected by the law. Old conductors in the service, those who have served a number of years, will readily see how strongly Mr. McDonough's sympathy is with them. In fact, from first to last, the opposition do not express one iota of sympathy for the men who have done the hard work in the railway business.

The writer of the article states that one of their grounds of opposition was that the railway men of the country would be obliged to foot the salaries of men who would have but little to do. This little outcropping of jealousy, if the statement were true in every respect, is to be regretted. We will recur for a moment to this idea of footing their salaries. The salaries which we placed in the Bill, were simply placed there, and were subject to amendments at any time, and the committee were notified, and requested to suggest amendments, which they failed to do. Any time a conductor of this description wants to live in Washington and support a government position for five years, he will find that the salary is not magnificent in any respect. The conductors who pressed this Bill are not stingy as regards the salaries that are to be paid; and the salaries which were proposed are taken from other and similar laws that are now in active operation through the country.

The grounds of the writer, as to the opposition coming from men who are employed on our lines as brakemen, in connection with the fact that incompetent men would be eliminated from the service, presents a very peculiar picture. The writer of this article was once a brakeman and had to work for his promotion; and he can well imagine the feelings of any brakeman who has worked hard and faithfully for one, two, or three and sometimes five years, and is just on the verge of promotion, when he finds that the place which he should have is taken by some favorite, or perhaps relative, of some managing officer of the railway,

or a member of the board of directors, and who has never seen a day's hard service in his life. The Bill as drawn, practically insures to the brakemen of the country an honest and equitable share of the promotions that are to be made to conductorships in the future, as it absolutely debars the class of men who are gaining a footing on too many of the trunk lines of the country, and are taking the good jobs which worthy brakemen are entitled to, and making them stand in the back ground; and when they get their promotions, it is something this class of men do not want, or could not use if they did want. The License Bill, as drawn, does not in the slightest curtail the privileges of the superintendent, or train master, in the granting of promotions to men in their services. It places around that employment to the responsible position of a conductor of a train, this, and this only, that the men shall have had some experience to fit themselves to take the position which they are expected to accept.

It is right, just and proper, that the managing officers should have full control of the men, and their disposition in their service, in order that they may carry out, and subserve the best interests of the property entrusted to their charge. This, members of the Order of Railway Conductors have recognized; and they are the only organization of railway employees in existence to-day, that do recognize this fully to be a fact. And it is not the wish of the O. R. C. to curtail their privileges in the slightest, but it has been from the first to the last, the intention and desire of the Order that every man shall have equal and unbiased justice in the service, that when a brakeman enters the service and faithfully discharges his duties, he shall stand for promotion at all times. And we submit to all candid thinking men, that it is an injustice to this class of men, that those from the outside are continually drawn into the service and given desirable positions to the detriment not only of conductors; but to the prospective conductors—the brakemen of the country; and we regret to know that there are those who claim to have the interests of the brakemen at heart, who are so blind that they cannot see that anything affects the conductor of to-day, affects the prospective conductor of to-morrow; and as the writer is in possession of facts that warrant the assertion that last year, over 50 men were taken from various vocations, and placed in charge of passenger trains, on lines in this country, to the detriment of worthy men who have served those companies for years. It would seem that no argument were necessary to impress any thinking man that there was need of something to protect not only conductors, from the unjust encroachment, but those who are to be their successors, and who are to-day learning the rudiments of that business. We

venture further to assert that there is not a brakeman in the country but what would feel hurt if he should be the next man for promotion, and a first-class train is to be given out, which should be given to the oldest conductor thereby creating a vacancy that would be given to the brakeman of the train—but to the surprise of everybody a dispatcher should be taken out of the office and placed in charge of this train, and all the employees keep their places as before. This state of affairs has occurred in no less than six instances within the past year. Our readers will notice that the class of men who have gained their promotions just in this manner, not being required to serve in a minor capacity for their trains, are the class of men who appeared before the committee and opposed License for conductors. They have no knowledge of the vicissitudes through which these men have passed in their railway lives. They have only viewed it from behind the counter of some merchantile establishment, or counting room of some wholesale house or may be from the baggage car of some limited train with the right to the track in both directions.

This system is in vogue more largely upon our eastern than upon our western lines, but its march westward is an undoubted fact. Those who have not been brought in contact with it, cannot measure the injustice that has been done by the line of policy that has been pursued by too many of the companies of to-day. Three cases have been brought to our notice within the past month, where men who were serving as gate keepers, were given passenger runs on trunk lines, without a day's experience except in examining tickets as they passed through the gates. Good conductors were kept from receiving these promotions; and good brakemen were kept from promotions to conductorship through this very act. What do the rank and file on a railroad work for? We venture to assert that with but very few exceptions, they work for something better. Any man who has a spark of ambition in his composition, certainly desires to get the best he can. If this be true, any system that lessens their opportunity to better themselves, should be distasteful to every man in the service, from first to last.

In this connection we print the question and answer of the *New York Times* correspondent propounded to a passenger conductor on the Penna road, who has had over twenty years experience as a passenger conductor, as it expresses the feeling in this connection with regard to this line of service fully.

"Is there not considerable opposition to the clause requiring two years' service as a freight brakeman as a requisite to eligibility for a conductorship?"

"Yes, but I am strongly in favor of that section. You have no idea how the dude element with a 'pull' has succeeded in crawling into our best passenger conductorships. The hostility to this class is bitter and widespread. I hold that no man is fitted to act as conductor of a freight or passenger train who has not had at least two years' experience as a freight brakeman. With the air brakes and patent couplers, a passenger brakeman or baggagemaster has neither opportunity nor occasion to learn even the rudiments of practical railroading."

In regard to the repeated assertion that the Grand Officers of the Order were the sold instigators of the measure, and actuated by personal motives in pressing the matter of the License, and that the measure was not fairly considered by the annual meeting at New Orleans, we have this to say: The measure was regularly read at the annual session of the Grand Division, and it was considered for the greater part of one daily session; and the presiding officer did not take the floor on the question at any time, but simply answered the questions that were propounded to him by the various delegates present, giving only his individual opinion as to the points in question. If the matter was not fully considered, the responsibility rests with the delegates present, and not with the presiding officer. And as to the legislative committee of the Order, they are simply, in their feeble way, endeavoring to carry out the orders of the Grand Division as fully as possible.

The subject of License for conductors is by no means a new one, it having been favorably passed upon by the 16th annual session of the Grand Division held at Kansas City, Missouri, six years ago; and it has been the subject of discussion in the Order ever since that date; and not only in the Order, but in other railway societies has the subject been discussed pro and con. We can designate railway papers that have favored this measure in times gone by, that to-day are opposing it, and we believe simply and solely because of their antagonism to the Order of Railway Conductors. And if the divisions of the Order have not been advised that this measure had been discussed, it has been simply and solely because of their failure to read that which has been printed, and to listen to the talk among members. License legislation was discussed in no less than four union meetings, prior to the New Orleans annual meeting, and delegates went there instructed as to how they should vote on the measure; and the allegation that any of the Grand Officers are or have been personally interested in the measure in any instance, is only stimulated by personal motives on the part of those making the assertion. They do not like the Order—they do not like anything it does; and they lose no opportunity in venting their spite on any measure which the Order may devise for the benefit of its members. And the writers of such

articles only betray their ignorance of the subject under consideration, and the means employed to bring it about, in their articles endeavoring to bias the public mind against it. The majority in the Order of Railway Conductors who oppose the License legislation is to-day but little greater than when the matter passed the Grand Division at New Orleans; and all the vilification and falsehood in the world, will not change the purpose of the legislative committee of the Order, or the Grand Officers, in their purpose to carry out the wishes of the Grand Division as regularly announced by them in their annual session; and to any of those who make the accusation that any undue influence was used in the passage of the License measure in the Grand Division, or any other measure, are respectfully referred to page 151, Proceedings of the 19th annual session of the Order.

AN ENGINEER'S OBJECTION TO LICENSE FOR CONDUCTORS.

"I do not write to impress on the minds of the thousand readers of the *Journal* that we, as engineers, are the only good men there are in the train service; for there are as good men running trains as conductors as God ever put breath in. But sometimes they are envious of us. Our work is different. We have double the responsibility on our hands that they have. The engineer is held strictly responsible for his engine, and equally responsible with the conductor for the safety of the train. They are now trying to pass a bill in Congress that a man must be a brakeman on a freight train for two years before he can be a conductor. Do you see the point? They think it will stop engineers from getting trains to run. This ought never to pass with a provision so that if an engineer gets broken down from constant jar and exposure, he could have the option to take the hind end if he wanted to. I am not envious of our brother conductors, for what is one's interest should be the other's. But our work is a great deal more responsible. Take these cold and snowy nights; the conductor is sitting around the stove in the caboose and is contented, for he is confident that there is a man ahead who will avoid danger if it is possible, and he may be at the same time straining every nerve, with a blinding snow-storm in his face, watching for that first section that is just ahead, and if he should hit them he alone would be held responsible. If he breaks in two and has to back up with ten or fifteen cars behind him, after the broken part, and hits them, or if the hind end of the train should run into the head end, he is held accountable for it. After the man has faced the storms of life in one of the most trying positions, he is the one who deserves promotion and justice."

Yours truly, J. J. LEIGHTON.

—Page 141 B. of L. E. Journal.

The above is clipped from page 141, B. of L. E. JOURNAL for Feb-

ruary. Conductors, how do you like the outlook as presented by this gentleman, who no doubt is a fair representative of his class? There may be those who assert these promotions which he cites, never happen; but it is undoubtedly a fact that no less than four cases of grievances during the past year, have been on account of just such promotions. The Editor of the MONTHLY. has no desire to detract in any particular, from the honorable calling of the Engineer, and he has not forgotten the days and nights of hard work on the rail with his old associates, and he can exclaim with honesty of heart "honor to the engineer;" but assertions like the one in the above article cannot be passed by unnoticed. It is true the conductor many times sits by the stove in the caboose, but how many times does he sit there and watch out for coming trains while the engineer is asleep on his engine. When trouble comes, almost invariably the cry is, "I trusted to the conductor and he got into trouble." We can cite, at this writing, three cases where the conductor has been discharged when the engineer had broken off two or three cars from the rear of the train, forgot all about the train he was running against, and a collision occurred.

We can heartily acquiesce with him in his closing remarks; but we believe that in the service in which he is engaged and spent his life, that there are promotions which he is entitled to; and we would be glad to see all engineers promoted to these positions in place of technical and theoretical men, for they are better fitted for master mechanics than any other class of men in the world.

Promotion to the train service proper, or the taking charge of a work, in the performing of which they have never had any training, is certainly peculiar, if their training fits them and makes them better qualified to take positions above them, in their own line of service, they must concede their incompetency to take charge of men and service, over and in which they have had no experience. And we will hope to soon see the time when for every engineer who is taken from his engine and given a train, a conductor may be taken from his train and given an engine. And we are certainly surprised to know that there are those among the excellent and honorable organization of the B. of L. E., who desire to take places which other men are honestly and justly entitled to fill. We believe in justice at all times, and that has been the cry of the engineer for the part twenty years. Justice does not come from injustice; and it cannot be shown by the gentleman or his associates where they are entitled to promotion except in their own departments which by their education they are especially fitted to fill.

GILES SHIELD.

MR. EDITOR:—We notice in the December number of your JOURNAL, an article headed "Anti-Magnetic Watches" in which the writer takes occasion to very vigorously puff a certain "Geneva" watch, and very viciously attack the Giles Anti-Magnetic Shield, and the very viciousness of the attack, and the ignoring of the facts and truth of the matter, as far as the shield is concerned, makes the object and animus of it, plainly visible, and in all fair minded judgement, will only serve to defeat the very point he is trying to make. He lays great stress on the fact that the shielded watch will stop when placed on a dynamo, and the other one does not; this proves nothing. If he will come into our office, we will show him that a "Geneva" Non-Magnetic watch stops on a ten inch magnet, and that the Giles shielded watch is not affected in the same position, so according to his reasoning the Geneva watch is worthless, and a swindle, and the shielded watch is the only thing for a railroad man to buy. The fact that a watch will run on a dynamo is a very small point. We can show many watches that will not be affected by the dynamo, the "Waterbury," for instance. It is a very easy matter to make a non-magnetic watch, and they are made every day, of the cheapest kind. The old English lever, with gold balance, and brass scrape wheel, is non-magnetic; but all the old non-magnetic methods have been abandoned, or put only in low priced watches, because a permanently satisfactory rate could not be obtained from them.

Now, as regards the Giles shield, toward which the writer of the article named, displays such a bitter prejudice, we have the most positive and practical proof, that it is all that is claimed for it. We have no less authority than the Waltham Watch Company, Elgin National Watch Company Howard Watch Company, and other companies, whose circulars are here-with given. Also from C. J. Field, Chief Engineer of the Edison Construction Works, New York, C. J. Vande Poele, the great dynamo builder of Chicago, and thousands of others in the electric light and power business, also thousands of railroad men; as a matter of fact, the best possible time is obtained by dynamo engineers from shielded watches, and the entire line of proof is *most practical and positive*, as it has been obtained by three or four years actual use. The shield is made for *pocket use*, and is fully warranted to protect the watch from all magnetic influences it would be subjected to in ordinary use, and is gauranteed for the use it is made for, as any commercial article should be, and the warrant so reads. The watch is not intended to be laid on the dynamo, neither was the Giles shield intended to be laid on

the dynamo, and the *warrant* and *directions* so state. It is easy enough to make them to withstand the dynamo, if desired, or if there was a demand for them, but the proof as above, shows that the shield is strong enough, and perfect for practical use. It is but child's play to "monkey" with a watch on a dynamo, it is only done as an advertising scheme. The finest watches made, the "Jurgensen" and "Frodham," can be very easily stopped or ruined, by being "monkeyed" with by inexperienced hands, and still it would be no fault of the watch. We are willing to submit the shield to any practical test in actual usage, and it has been so tested by scientific men, and found as represented. As the result of actual usage on railway, we quote the rate obtained from watches carried by employes on the "Pan-Handle" as shown by the record at the end of third quarter "47 watches, average running 57 days, average variation less than $\frac{1}{2}$ second per day." On the Wabash road at the end of the first quarter, where the watches are new and regulation incomplete, it shows "300 watches, average running 23 days, average variation less than 1 second per day." At the end of the third quarter the rate will be down to $\frac{1}{2}$ second per day, without doubt, this very close rating could not be obtained without the aid and protection of the shield.

Trusting we have been able to give some of your unprejudiced readers a clearer view of the shield matter, we remain,

Yours very truly,

GILES BROS. & CO.

AMENDMENTS.

BY BRO. J. W. WAYLAND OF DIV. NO. 194.

Be it enacted:

That Section 3 of Article 6 of the Constitution be amended by inserting after the word "order" the words "who are in actual service as conductor on a surface railroad at the time of his election."

Be it enacted:

That Article 3 of Laws Governing Mutual Benefit Department be amended by striking out the word "fifty" in the second line, and inserting the word sixty.

A. S. OSTRANDER.

Be it enacted:

That Article 8 of Laws Governing Mutual Benefit Department be amended by striking out after the word disease, in the fifth line the words, "and must be examined by a physician in accordance with instructions of Committee and Grand Secretary."

A. S. OSTRANDER.

MENTIONS.

—Brother Jim Carr has been detained at home for a few days. Cause, a eleven pound boy. The MONTHLY congratulates.

—Mrs. Wheaton is in receipt of a nice present of a fine bird dog with the compliments of Mrs. Weidner, wife of Bro. Weidner, of No. 91, Dallas, Texas.

—Ye editor and lady are again at home at 131 Second avenue, where we will be pleased to receive calls from any of our friends who may chance to pass this way.

—Brother F. E. Matlock, of Ludlow, Ky., desires to purchase complete files of the MONTHLY prior to 1886. Anyone having them, will confer a favor by writing him,

—Brother B. F. Blythe, Secretary of Division No. 60, desires the address of Brother Ira A. Campbell. Any one knowing his whereabouts will please give desired information.

—Brother B. F. Blunt and his estimable lady have been called upon to pass through a very severe affliction in the death of their daughter, Edna May, who died during December last.

—We are in receipt of a clipping from Brother M. C. Savage, of Division No. 5, and regret that the space will not permit its being printed on this occasion. We will try it next month.

—Mrs. Minnie E. Dubloise desires to thank all members of the Insurance Department for the prompt payment of her claim against the Order on account of the death of her husband.

—Brother J. H. Ruben, secretary of Division No. 137, has been passing through a siege of scarlet fever in his family, and we are pleased to know that all are fully recovered at this writing.

—Brother J. W. Stilwell, a member of Division 79, at Peoria, Ill., is again able to take his train. He will be remembered as the conductor of the ill-fated train that was wrecked at Chatsworth some time ago.

—Any one knowing the whereabouts of Martin Cullen, sometimes called "Matt," will please confer a great favor on his mother by giving any information of him to his brother Jack, of Kokomo, Indiana.

—By a neat business card we are advised that Brother A. K. Wadill, of Div. 36, has embarked in the real estate business in Los Angeles, California. The MONTHLY wishes him every success in his new business.

—Death has entered the home of Brother C. P. Bailey, of Rochester Division No. 8, and has removed his beloved wife. Our sympathy and that of his thousands of friends will be extended to him in his loss.

—We are pleased to note the promotion of Mr. S. B. Hynes, formerly Gen. Passenger and Ticket Agent of the Southern Kansas Railroad, to the position of General Freight Agent of the A. T. & S. F. railway. The MONTHLY extends congratulations.

—Brother Ed. Coman, our worthy assistant, has laid down the tack hammer, and taken up the punch again, and is now running his old train on the Southern Kansas Railway, and is at home again among the boys. He is very well pleased with the change.

—Brother Geo. W. Howard severed his connection with the L. N. A. & C. road, and accepted the general superintendency of the Coronado Beach Company, with headquarters at San Diego, California. The MONTHLY congratulates him upon his advancement.

—Our attention has been called to the Robinson Car Coupler, and from the draughts on our table, we judge that is a very successful invention; and if one-half that is claimed for it, is a fact in operation, this gentleman has certainly gone a long way in solving the coupler problem.

—We regret that space will not permit us to print the whole presentation address made by Brother Eugene Hamilton on the occasion of the presentation of a cane to Mr. A. F. Merrill, of the Wisconsin Central Railway. The occasion will long be remembered by all its participants.

—Brother E. N. Bettinger, secretary of Division No. 173, desires the addresses of Brothers A. J. Galloway, G. H. Stewart, Thos. Carlisle, C. G. Gorham, Ed. L. Gilboy and Frank De Armand. Any brother knowing their whereabouts will please send their address to the secretary as above.

—Brother Gus Shipley, secretary of Division No. 100, desires Brothers W. W. Johnson, A. M. Raidy, A. R. Davis and John Henderson to stand up and answer to their names at an early date. Anyone knowing their whereabouts will confer a favor on Brother Shipley by communicating with him.

—Lon Smith, of the C. R. I. & P. railway, was sorely afflicted a short time ago, by the death of Mrs. Smith's mother, who was fatally injured while visiting his residence at Cameron, Mo. Her injury was the result of a fall of ten feet, and striking on her back. Brother Smith and lady have our sympathy.

—Brothers of the Order who have sent us fraternal communications must be a little patient as we have communications enough now for the April number, and give you eighteen pages in this issue and have nearly the same number left for April. We have obituary notices enough to make ten full pages and will print as soon as possible.

—Any division secretary who does not receive the special circular issued by the board of directors, on Feb. 25th, will confer a favor upon himself and the members of the division by notifying the grand secretary at once. It is quite important that all divisions shall have a copy of this circular as the information contained is of benefit to the order.

—We desire to call the attention of our many readers to St. Nicholas, Scribners, and The Century magazines. Any or all being worth double the subscription price to those who desire standard reading matter. Any of our subscribers will find it to their interest to communicate with the Manager of the MONTHLY in regard to subscriptions.

—ORDER OF RAILWAY CONDUCTORS.—A special meeting of the Order of Railway Conductors met December 18, for the election of officers for the ensuing year, and the following were chosen: C. C. F. P. Silvernail; A. C. C., M. W. York; S. and T., C. C. Graves; S. C., A. M. Sadd; J. C., W. T. Jefferson; I. S., A. G. Moulton; O. S., C. M. Morse; D., F. P. Silvernail; A., M. W. York.
—*Kansas City Times.*

—We are in receipt of invitations and complimentaries to attend the third annual ball of Division No. 138 on February 24th; Millard Division No. 104 on February 22; and also of Division No. 179; and regret exceedingly that business elsewhere has made it impossible to attend. The brothers, however, have our thanks for their kind expressions; and we trust that all had a pleasant and profitable entertainment.

—The attention of our readers is directed to the advertisement of Munn & Co., patent solicitors, in another column. Their name is familiar to patentees throughout the country. In connection with the publication of the *Scientific American* for the past forty years, they have made the drawings and specifications for more than one hundred thousand inventions, and their facilities for obtaining patents were never better than now.

—A neat card brings to us the information that Allen J. Daniels, a cousin of "ye manager," is prepared to do printing at 121 Lake street, Chicago, Ill. He is a good workman, and any one in need of cards or any kind of job printing will do well to consult him. Members of the Order are entitled to all the commission due the writer of this notice, (that is, all they can get,) for orders they place with Mr. Daniels. Try him on personal cards.

—We are pleased to note the advancement of Brothers James Lyon and J. W. Staiger. The latter is the efficient secretary of Division No. 86. They get good trains caused by the resignation of Brother J. W. Miller, who has resigned to accept a position in California. We regret, however, that the change will cause the resignation of Brother Staiger from the secretaryship of the division that he has so long held, having been secretary since the organization of the division.

—We are pleased to note the promotion of Brother C. E. Halbert to the position of trainmaster on the Guadalajara Division of the Mexican Central Railroad, with headquarters at Material Yard. Division No. 159 has been very fortunate in the matter of promotions. This is the third of our brothers who have been given very good positions in a very short time. Brother S. O. Lewis, Superintendent 3rd Division, and Brother L. D. Coppock, trainmaster Mexican National Railway at Mexico.

—Brothers Walsh of No. 49, Wayland of No. 194, Gulick of No. 147, Weeks of No. 11, Lovejoy and Baird of No. 92, Dixon of 101, Joliff of No. 42, Alexander of No. 137, and Ralston of No. 126, visited the general office and attended the meeting of the board of directors on Feb. 21 and 22. Brothers Coman, Durbin, Lattimer, Belknap and Cross of the board were in attendance. Brothers Hurty and Sears were absent, Bro. Sears being detained at home on account of illness. We hope soon to record his complete recovery.

—The editor of the MONTHLY has been absent from the office for three months, but is again on hand, and hopes to make the MONTHLY better in each issue, than before. We are pleased to note the improvement in the matter of subscriptions this year. This is very strong evidence that the MONTHLY is continually growing in favor with the class of railway men who we desire to reach; and our subscription list is to-day all that could be desired, and larger now than that of any of our associate periodicals, except that of the Brotherhood of Locomotive Fireman.

—No. 1 of Vol. 1, of "*The Locomotive Engineer*," is a new applicant for the patronage of train and shop men, more particularly for engineers and firemen. It is published by the American Machinist Company, and judging from the first issue, it will prove a popular candidate for their favor. It is a sixteen page monthly edited by John A. Hill, an engineer who served his apprenticeship as a fireman, and his practical knowledge of train service will enable him to make the *Engineer* interesting to all. Send ten cents to *The Locomotive Engineer*, 96 Fulton street, New York, for a sample.

—MARRIED.—In Deer Lodge City, Montana, John Lyons to Miss Belle Gates. Mr. Lyons is the able and accomplished night yard-master for the Montana Union railway at Anaconda, and if he uses the same good judgment and sense at home that he has in the yard, Mrs. Lyons will not regret the step she took on Feb. 6, 1888, when she linked her fate with that of "Jack" Lyons. Jack is a member of Denver Lodge No. 8, Y. M. M. B. & A. A., and a thorough gentleman. His estimable wife is both good and beautiful, and what more can be said of any one.

—Brother W. B. Kaywood, of the Lake Erie & Western Railroad, had a terrible experience with his train on January 17th, when his entire train was derailed by passing over a broken rail. We are glad to note the escape with some slight bruises of all on the train with the exception of being considerably shaken up. The passengers on the train speak in the highest terms of his bravery, and had it not been for his hurculean efforts, a great loss of life would have been recorded. As it was, but one of his passengers was killed. Brother Kaywood has been 22 years a conductor, and this is his first accident.

—We are constantly in receipt of inquiries in regard to the Grand Chief Conductor Cigars, manufactured by Bravo & Keyes, of Binghamton, N. Y. In this cigar these gentlemen have placed on the market one of the finest for smokers' use that we have tested. Members of the Order particularly are interested in our contract with them, and if any who use the article will try them, we will guarantee that they will be pleased, and all members of the Order should see that they are placed on sale at division headquarters. The MONTHLY is under many obligations for some very fine ones, which, we are sorry to say, are all gone.

—Mr. H. E. Wills, of the C. & N. W. railway, and a worthy member in the Brotherhood of Locomotive Engineers, was unanimously selected to represent the railway men of Iowa, as a candidate to the Railway Commissionership in the above state. His nomination was unanimously endorsed by the Executive Committee of the O. R. C., and we shall hope to chronicle his success in securing the position. Mr. Wills is one of the most worthy gentlemen it has ever been our pleasure to meet, and is a thoroughly practical and competent railway man. The interests not only of the employees and companies, but that of the citizens in general, will be in competent hands if he is allowed to take charge of them. We certainly wish him the success he merits.

—We regret to chronicle the sad death of Samuel Conklin, a freight conductor on the western Division of the N. Y. C. & H. R. R. He was engaged in coupling cars in his own train at Canandaigua, his old home, when his foot caught and he was run over and sadly mangled only living a short time. This terrible accident comes with almost stunning force on the writer. We were partners at the passenger brake, and later he was a brakeman on the train we were placed in charge of. We have known him for nearly twenty years and few in the service had as many friends as did poor Sam Conklin. He left a wife and infant child, father and mother and two brothers to mourn his sad death. The older of the brothers being Brother Edward Conklin, now a worthy member of Division No. 43 and a charter member of Elmira Division No. 9.

—The *March Century* will contain the story of "Colonel Rose's Tunnel at Libby Prison," told by one of the one hundred and nine Union officers who escaped on the night of February 9, 1864. The successful construction of this tunnel, dug from a dark corner of the cellar of the prison, through fifty feet of solid earth,—the only tools being two broken chisels and a wooden spittoon in which to carry out the dirt,—was one of the most remarkable incidents of the war. Colonel Rose, to whose indomitable will and perseverance the success of the scheme was due, is now a captain in the 16th United States Infantry, and of the fourteen men who assisted him in digging the tunnel, eleven are still living. The narrative in the *March Century*, which is illustrated, forms one of the untechnical papers supplementing the War Series, and it is said to be one of the most romantic records that *The Century* has ever printed.

—The engineers and firemen on the C. B. & Q., B. & M., H. & St. J. and K. C. St. J. & C. B. railways all struck on the morning of Feb 27. The cause was a refusal on part of the company to abolish classification in wages, grant a raise in pay and recognition of all brotherhood men as entitled to a pass. From our standpoint we fail to see any great benefit to firemen in the arrangement if granted as it will certainly curtail promotion, for if companies can get experienced men for the same wages they have to pay firemen and pay for their education they will most certainly prefer the former and that line must result to the detriment of the worthy fireman, and there is no class in the train service poorer paid and less protected by the companies than they and we are certainly surprised that they should assent to an arrangement that has so little in it for them.

—We see by a copy of the Gazette, published at Terre Haute, Indiana, that the Brotherhood of Locomotive Firemen have removed to very pleasant quarters in the McKean block, corner 7th and — streets, and are nicely situated for the transaction of their business. We wish that the space would permit us to print a detailed sketch of their elegant quarters. We feel to congratu-

late Brothers Seargent and Debbs on their change, and hope soon to have the opportunity of calling and inspecting them, in person. From this office is issued the B. of L. E. magazine, which has the largest circulation of any of the railway periodicals, and is a credit to all concerned in its management. The organization is doing a large and grand, good work, and deserves the support and sympathy of all thinking railway men. In this connection we are also pleased to know that the B. of L. F. have no part in the great strike on the Reading road.

—The trial of the villian Roache, for the murder of Brother John A. Shaw, at Kansas City, consumed the attention of the court for some little time during the early part of the month of January; and to the surprise of all, the jury, after being out a considerable length of time, brought in a verdict of manslaughter in the fourth degree, and fixed the penalty at two years in the penitentiary. This, in the face of the positive character of the testimony given fixing the crime upon Roache, and showing it to have been one of the most uncalled for and villianous attacks that has ever passed under our notice. We are surprised at the feeling expressed in regard to the verdict. There is no safety in this country for any man in the railroad business, as long as juries cannot be found, and will not place us under the righteous protection of the law.

—One of the worst accidents that ever fell to our lot to chronicle, was that which happened to train No. 8, limited, on the N. Y. P. & O. at Steamburg, a small station just west of Salamanca. The train was running at a very high rate of speed, when it was derailed by a broken rail or switch frog, and the coaches were hurled into the side of a freight train standing on the siding at that point. But for the prompt action of Brother M. Clancy, who was in charge of the train and the timely aid and assistance of one or two of the passengers, all of the passengers in the car would have been burned to death. As it was, three only were killed. The passengers speak in the highest terms of the promptness and efficiency of Brother Clancy, in taking care of all whose lives were in jeopardy. His reply to the officers who asked for an official report of the wreck was characteristic of the man. Said he, "My first duty is to the killed, maimed and dying passengers entrusted to my care. After they are attended to, I will send my report." He is one of the oldest passenger conductors in the service of the N. Y. P. & O. railroad having served that company in almost every capacity, and is second to none in proficiency, in the discharge of his duties and he is to be congratulated for having escaped from so serious an accident without injury.

OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

56 Third Avenue,

CERT. NO.

Cedar Rapids, Iowa, March 1, 1888.

NOTICE OF ASSESSMENTS NOS. 110, 111 and 112.

Due immediately and Membership forfeited if not paid before April 30 1888.

N. B.—No second notices are sent hereafter. Five benefits paid from surplus.

BENEFITS PAID FROM ASSESSMENTS Nos. 104, 105 and 106.

Ass't No.	Ben No.	PAID To	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
104	139	E B Tarring	Death	J R Tarring	Peritonitis	Feb 7	5127	162
105	140	Alice Z Shaw	Death	J A Shaw	Murdered	Feb 7	2095	212
106	141	E Papworth	Death	W Papworth	Abcess of liver	Feb 7	816	35
Surp	142	L B Cartwright	Death	E W Cartwright	Dengue fever	Feb 7	2207	109
Surp	143	J K Northcutt	Death	J B Northcutt	Accident	Feb 7	4575	30
Surp	144	Maggie A Pearce	Death	W W Pearce,	Liver dis.	Feb 7	4629	186
Surp	145	L A Lewis	Death	B J Lewis	Accident	Feb 16	3130	61
Surp	146	Mary A DeMary	Death	L C DeMary	Typhoid fever	Feb 16	2442	2

ASSESSMENTS.

Ass't No.	To Be PAID To	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
110	Cora Stillson	Death	E A Stillson	Typhoid fever	Dec 17	2446	9
111	Ella M Fowle	Death	T J Fowle	Consumption	Dec 24	4686	57
112	Sallie Brown	Death	J W Brown	Rheumatism	Jan 9	4103	89

Claims for deaths of Bros. Ray, Van Buren, and Graham will be paid from the surplus and this notice INCLUDES EVERY APPROVED CLAIM TO DATE

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. P. DANIELS, Treasurer

In Memoriam.

Williams.—At a regular meeting of the division the following resolutions expressive of our sorrow and regret at the death of our late esteemed brother, John Williams, were unanimously adopted :

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to call from labor to rest our beloved brother, John Williams, who was killed while in the discharge of his duty at Franklin, La., Dec. 12, 1887; and,

WHEREAS, It is befitting for us on this occasion to offer our tribute of respect to our departed brother and words of condolence to his family ; therefore, be it

Resolved, That while we bow in humble submission to the will of our sovereign Master, we none the less mourn the loss of our brother, who has been called to join the unnumbered dead.

Resolved, That by the death of Brother Williams, Crescent City Division No. 103, O. R. C., has lost a useful and efficient member ; the S. P. Co. a zealous and faithful conductor ; his grief-stricken wife a kind and loving husband.

Resolved, That we tender our heartfelt sympathy to the wife of our deceased brother in this her sad hour of bereavement, and commend her to Him who doeth all things well.

Resolved, That our chapter be draped in mourning for the period of thirty days.

Resolved, That a copy of these resolutions be sent to the grief-stricken widow, and that they be given to the CONDUCTORS' MONTHLY and the New Orleans Picayune for publication and that they appear on the minutes of our meeting.

WM. MURRAY,
Chairman.
R. O. OWEN,
T. J. JEWETT,
M. R. NEWHAUSER,
G. L. OUBLEY,
Committee.

Jordan.—At a regular meeting of the Providence Division No. 151, Order of Railway Conductors held at Providence, January 8th, 1888, the following resolutions were adopted:

WHEREAS, It has pleased the Great Ruler of the Universe to remove by death after a long and painful sickness the wife of our esteemed brother, W. H. Jordan, of this division.

Resolved, That we as brothers most sincerely sympathize with our brother who has been bereft of a loving wife, and we as brothers of this division extend to him our heartfelt sympathies in this his hour of trial.

Resolved, That these resolutions be entered upon the records of the division and published in the RAILWAY CONDUCTORS' MONTHLY and a copy of them be furnished to our esteemed brother, W. H. Jordan.

A. R. WEALEY,
J. W. BROWN,
GEORGE W. KING,
Committee.

Priest.—At a regular meeting of Z. C. Priest Division No. 56, Order of Railway Conductors, held this day, the following was unanimously adopted:

WHEREAS, It has pleased the General Superintendent of the universe to remove by death from the railway service, and from the cares and duties of life, one who has in an eminent degree performed the duties of an important railway line, and one who has met the responsibilities of life in a manner to be commended.

WHEREAS, It is fitting that this Division of the Order of Railway Conductors, bearing his name, should give public and formal expression to sentiments of regret and condolence to his family.

Resolved, That in the death of Zenas C. Priest, the members of this division have lost a kind and true friend and one whom it has been a pleasure to associate with as a superior and friend; and that we will ever remember his sterling qualities of mind and heart, that have endeared him to us; and that his many virtues we will try to emulate. To his family we extend our sincere condolence, and with his many friends will join in holding in high regard the name of Z. C. Priest.

Resolved, That a copy of these resolutions be sent to the family of the deceased, and to the Press and Knickerbocker for publication, and that the same be spread upon the records of the division and sent to the Conductors' MONTHLY for publication.

Albany, Dec. 5, 1887.

BENJ. H. DATON, C. C.
JAS. C. SHELDON, Sec.

Stillson.—Amidst the festivities and many pleasant scenes of enjoyment incident to the celebration of the anniversary of the birth of our Savior, and the entrance in of an New Year, there comes to us with all its sorrowful details the saddest event of all the year, in the death, after a short illness, of our worthy and well beloved brother, Eugene A. Stillson, of Elmira Division No. 9, O. of R. C. Brother Stillson died at his late residence, No. 408, East Clinton street, Elmira, N. Y., Dec. 17, 1887, of typhoid fever, having been confined to his bed but three days. He had been ailing for about three weeks previous to his death but did not "give up" until one week before he died. His demise was so unexpected to his faithful, loving wife, and friends who were in attendance on him in his last moments, that the blow has fallen upon them with all its force, and the heart that always rejoiced at his home coming is now filled with sorrow, and the joyous smile that ever greeted him has given place to grief and anguish. The announcement of his death carries with it unspeakable pain to his many friends and associates, and feelings of grief and sorrow seem to pervade everywhere among his many friends.

Brother Stillson was born March 28, 1854, at Windsor, Broome county, N. Y. At the age of nineteen entered the service of the D. & H. C. R. company as brakeman, remaining with that company but three months, coming to the D. L. & W. R. R. in the same capacity. By his diligent attention to, and the performance of the many duties assigned him, coupled with the gentlemanly and upright deportment for which he was ever noted, he soon gaining the confidence and esteem of his employers and was promoted to the position of freight conductor. In his new position he continued to grow in the estimation of his officers, and his worth being still recognized and appreciated by them, he was shortly promoted to passenger trains, in which capacity he has served nearly four years up to the time of his death. He was completely devoted to the corporation, and no corporation had a more active, more faithful or more trustworthy employe than the D. L. & W. R. R. in the person of Eugene A. Stillson, in fact his devotion to their service was one great cause of his death. His perseverance under great difficulties, his gentlemanly deportment toward all and his devotion to his dear, loving wife, who is now called upon to mourn his death, gained for him the good will and kind remembrance of his subordinates, officers, friends and associates. But his labors are over and while his friends weep for him in remembrance of the once noble spirit that has left this fragile clay and sought its final home, Elmira Division No. 9 extends to them condolence for our late lamented brother gone before. We mourn with them in this hour of bereavement and while we unite with them in lamentations, can but refer them to Him who has promised to be a "husband to the widow," and "a father to the fatherless" and whose infinite mercy is sufficient for those who put their trust in Him. May the "lamp of His love" dispel the gloom of the Dark Valley, and by the meditation of His son Jesus enable them to enter into the blessed presence of God, enjoy a grand re-union with the departed, "perfect in the happiness of Heaven and durable as the eternity of God."

The funeral was held at his late residence, Rev. Mr. Wilbur, of the M. E. church officiating, assisted by Mr. Chas. Shattuck, Sec'y R. Y. M. C. A. in their usual able and eloquent manner. Elmira Division No. 9 escorted the remains to Woodlawn cemetery in a body where funeral services of the Order was conducted by C. C. Geo. E. Drake and P. C. C. W. S. Garr, assisted by other members of the order and friends.

Brother Stillson was married Sept. 29, 1879, to Miss Cora Smith but their union was not blessed with any children. He was a member of our Insurance but belonged to no other order or insurance. Thus has gone from our midst one who was qualified in every way to be called Brother

"Leaves have their time to fall, and flowers to wither at the north wind's breath,
But thou hast all seasons for thine own, Oh! death."

W. S. GARR,
J. J. MOORE,
H. C. HOAGLAN.
Committee.

Gibbs.—WHEREAS, It has pleased Almighty God in his infinite wisdom to take from this world to His blissful presence on high, Mary, beloved wife of our worthy Brother T. Hal Gibbs. And while the brothers of Division 212 offer their sincere sympathy to our dear brother in this his great and irreparable loss, they bid him place his trust in Him who said: "It is I, be not afraid."

And thou who o'er the dark low bier,
Sheddest the bitter drops like rain,
Hope that a brighter, happier sphere,
Will give her to thy arms again.

Young, beautiful, intelligent and happy, surrounded by friends who loved her dearly

and who will always remember her with reverence. Gone but not forgotten. She was a friend to everyone, a cheerful companion, a true christian lady.

Only a grave, and yet how that mound will cause the heart of her grief-stricken husband to swell afresh with the great sorrow which overshadows his life. How lonely is his home without his treasure that lies beneath the violets in the cemetery, that beautiful resting place of the dead.

Remember He doeth all things for the best,
And our loved one, though absent, is in the land of the blest.

L. H. N.
W. H. B.

Ordered that a copy of these writings be sent to the family of the deceased, also a copy to the Railway Conductors MONTHLY for publication and to be spread upon our records.

Order of

SLATER DIV. 212.

Mexico, Mo., November 6th, 1887.

McBane.—At a meeting of Crawford Division 109 O. R. C., at their hall in Galion, Ohio, the following token of sympathy was passed.

WHEREAS, Mrs. Kezia McBane, wife of our worthy brother, Levi McCane, having passed away, and as she was a loving wife, a christian parent, a kind friend and neighbor, Division 109 offer their heartfelt sympathy to their brother in his great bereavement and bid him remember that "Whom the Lord loveth he chasteneth."

Resolved, That a copy of this resolution of sympathy and respect be spread upon the minutes of the Division, a copy be presented to the bereaved brother, and that the same be published in the Railway Conductors' MONTHLY and Galion papers.

J. E. CREAMER,
G. W. CREAMER,
A. G. MELLOTT,
Committee.

Brown F. J.—It has pleased Almighty God in His infinite wisdom to remove from our midst Brother F. J. Brown, of Belknap Division No. 96, after a long and severe illness: therefore be it

Resolved, By the death of Brother Brown his family has lost a devoted husband and father and the division a true and worthy brother, and that the heartfelt sympathy of this division be extended to them, hoping that they will find consolation in the thought that the deceased had always been true to their best interests while on earth, and that they will meet him in that better land where grief and sorrow never enter, and that He who careth for the widow and orphan will comfort them in their great affliction.

Resolved, That our charter be draped in mourning for thirty days, and that a copy of these resolutions be sent to his bereaved family: also that they be inscribed on the minutes of our division, and a copy sent to the CONDUCTORS' MONTHLY.

W. A. DAVIS,
J. F. TRAHY,
J. P. FLAVIN,
Committee.

Brennan.—In Hartford, Conn., Aug. 29, 1887, William H. Brennan, aged 28. Will Brennan was a young man universally esteemed and beloved, and his death was a grief to his friends as well as to his relatives. Leaving the office of the Port Jervis Gazette, where he was a compositor, for an outdoor life of health and greater responsibility, he was soon attacked with a most unusual disease, Addison's disease of the blood. From a brakeman he became a conductor, and for some time was on the N. Y. & N. E., with headquarters at Hartford, Conn., where his popularity made him secretary of Division No. 50, O. R. C., and whose duties he promptly performed.

He left a widowed mother and sister in Port Jervis, and was engaged to be married to a most estimable young lady of Hartford.

His body was accompanied from Hartford by Messrs. Goble, Symond and Whalen as a delegation from Division No. 50, and his funeral occurred with imposing ceremonies at St. Mary's, Port Jervis, N. Y., a solemn requiem high mass being sung by Father Sally, with whom he was once an altar boy and to whom he was ever deeply attached.

He was insured in the O. R. C., and his sorrowing mother will continue to receive the help he never failed to send her when he had been greeted by the pay-car.

The delay in sending a notice of his death arose from the fact that he being secretary of the division, none felt like taking the untried task of speaking another's work.

JOHN WHALEN.

Brown Jas. W.—At a regular meeting of Monon Division No. 89, Order of Railway Conductors, held Sunday, June 8, 1883, the following resolutions on the death of our Brother Jas. W. Brown, who died at Louisville, Ky., Friday, January 6, 1883, were unanimously adopted :

WHEREAS, Our heads bowed in humble submission to the All-wise and inscrutable dispensation of the Grand Chief Conductor of the Universe in removing from our midst our beloved Brother, Jas. W. Brown, and

WHEREAS, By the death of Brother Brown, a loving wife has been bereft of a kind and loving husband and this division has lost a valued brother; be it therefore

Resolved, That the sympathies and condolence of this division be extended to the sorrowing wife and members of her family in their hours of bereavement; and be it also

Resolved, That the sincere thanks of this division be extended to the members of Bowling Green Division No. 133 and to Nashville Division No. 135, for the prompt and true brotherly attention rendered during the recent illness of our esteemed Brother, Jas. W. Brown, and the kind assistance they rendered the brother's wife and family during their affliction.

Resolved, That our charter be draped in mourning for the period of thirty days.

Resolved, That these resolutions be spread upon the records of the division, a copy be sent to the wife of our deceased brother and a copy be sent to the CONDUCTORS' MONTHLY for publication.

CHAS. E. TURNER,
P. H. GALLAGHER,
H. W. ADKINS,

Committee.

Dillon.—Death has made a happy home desolate by removing on Nov. 25, 1887, the wife of Brother Moses Dillon. Brother Dillon, we know you have met with a loss which no earthly friend can fill. One loving face will always be missed at the door of your home to greet you when you return from your trip. But cheer up, brother. She has gone but a few days in advance. It is our prayer that you will so live that when the final summons comes you can say, "'Tis well," and go to meet her who is now waiting at the Grand Station for the family train which in due time will follow.

At a regular meeting of Central Division No. 43, the following resolutions were adopted:

WHEREAS, It has pleased the All-Wise Ruler of the Universe to remove from our midst the wife of Brother Moses Dillon; therefore, be it

Resolved, That we most deeply deplore the loss sustained by our brother and his children, yet we bow with resignation to the Divine will.

Resolved, That we offer to our brother and the children of the deceased our sincere and heartfelt sympathies in this their sad bereavement.

Resolved, That these resolutions be spread upon the minutes of the division, and a copy be forwarded to the family of the deceased; also a copy be sent to the RAILWAY CONDUCTORS MONTHLY.

WM. CALDWELL,
D. N. DEPPUN,
E. ATYWARD,

Committee.

Hogan Patrick—**WHEREAS**, It has pleased the Grand Chief Conductor of the Universe to remove by death from our midst our worthy and beloved brother, Patrick Hogan, of Boone Division No. 35; and

WHEREAS, Brother Hogan was a charter member of this division, and a conductor of long standing with a clear record as a man—brother and conductor,—

Resolved, That to his bereaved family we extend our heartfelt sympathy in this the hour of their sad affliction, and refer them to Him who is all power in healing the wounds of afflicted hearts.

Resolved, That our charter be draped in mourning for a period of thirty days.

Resolved, That a copy of these resolutions be sent to the Belle Plaine Union and CONDUCTORS' MONTHLY for publication; also to the bereaved family of our deceased brother.

W. B. PARKER,
H. S. CAMPBELL,
GEO. A. HUTCHINSON,

Committee.

West M. N.—At a call meeting of Lanier Division No. 185, O. of R. C., held Sunday, Nov. 13, 1887, by committee appointed, the following preamble and resolutions were adopted:

WHEREAS, It has pleased the All-wise Ruler of the Universe to remove from among us our beloved Brother, M. N. West.

Resolved, That we deeply feel the absence of one so true to our Order; that in his sudden departure we recognize the brittle thread that binds us to earthly things.

Resolved, That Lanier Division tenders to his bereaved family its heartfelt sympathy in their sad bereavement.

Resolved, That these resolutions be spread upon the records of our division and a copy be sent to the family of the deceased as a testimony of our grief and sympathy; also a copy be sent to the CONDUCTORS' MONTHLY.

W. K. McCONNELL,
J. S. HAM,
W. H. McGINNIS,

Committee.

Selma, Ala., Dec. 24, 1887.

VOLUME V.

APRIL 1888.

NUMBER 4.



RAILWAY **C**ONDUCTOR'S **M**ONTHLY

J. S. WHEATON.
EDITOR.



W. P. DANIELS.
MANAGER.

TERMS 1.25 PER YEAR

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CEDAR RAPIDS, IOWA.

THE RAILWAY CONDUCTORS'

MONTHLY.

Volume V.

CEDAR RAPIDS, IA., MARCH 1, 1888.

No. 3.



JONATHAN S. RANDOLPH.

JONATHAN S. RANDOLPH.

Jonathan S. Randolph was born in the county of Leeds, near Brockville, Ont., in 1845. His early life was spent as a farmer. On Nov. 21, 1863, he entered the service of the G. T. R. as brakeman and has continued in their service continually since that date, a period of 25 years. Brother Randolph is now engaged as passenger conductor between Montreal and Kingston, Ont. He entered the Order as a charter member of "Randolph" Division No. 29 located at Brockville, Ont., the division bearing his name. He represented his division in the 13th and 14th annual sessions of our Grand Division. At the 14th annual session was elected member of the executive committee for three years which he served with great credit to himself and the Order and is now a permanent member of our Grand Division. All can testify to his being first, last and always a true man and brother of our Order.

DEDICATED TO CONDUCTOR T. J. L. OF MONTANA DIVISION N. P. R. R.

Why art thou silent, friend of my heart ?
 I yearn for some tidings each day ;
 Tho fate has drifted us far apart.
 Yet thro' the night and wearisome day,
 When stars gleam brightly and moon-beams play
 O'er mountains drear and land-locked bay,
 I am thinking of thee alway.

Thinking of thee when the moon beams rest
 Over the land across the sea—
 Lighting the shadows on nature's breast,
 Softly the silver light shimmers down,
 Like starry gems in a kingly crown,
 A golden halo through golden brown,
 A shadowing of peace to thee.

Dreaming of thee when at night I rest,
 And stars their lone vigil keep ,
 Thy voice I hear, and my hand is pressed,
 I fondly imagine thou art nigh ;
 I see the love light beam in thine eye,
 Till the star light pales earth's shadows fly—
 When walking I fain would weep.

Tho' on earth we may be sundered far
 Since those meetings which came and went,
 Like a dream of heaven or evening star ;
 Yet as the years pass silently by
 Thou wilt think of me and breath a sigh
 For the lone past and wish me nigh—
 I will think of thee and be content.

HELENA.

LOVE AND DECEIT.

Miss Blanche Berwyn stood leaning in a gracefully picturesque attitude against the low rustic fence that led up to the main entrance of Clondesley Lawn, with an eager light in her brown eyes as she looked up in Cleve Cleveland's handsome face.

"I am so glad you are enjoying your visit to my sister, Mr. Cleveland. Clondesley Lawn is a lovely place in summer, isn't it? And when you see what loads of pretty girls are coming to our garden party next Thursday, you will be more delighted than ever to think you accepted our invitation."

Mr. Cleveland smiled down on the pretty face that was upturned so intently towards him—a pretty face with peach-and-cream complexion and brilliant scarlet lips and amber-brown eyes shot with warm, red lights—and he thought what an uncommonly pretty girl Blanche Berwyn was, and how becoming was her bright, cool-looking dress of pale green lawn and her jaunty shepherdess hat of white straw, loaded with field flowers.

Yes, a very pretty girl whom her good-natured brother-in-law, Robert Clondesley, had invited to spend her summer with his wife at his elegant country seat for the express purpose of having her secure a valuable *parti*—Cleve Cleveland if possible.

There had been lots of young people already at the Lawn, and Miss Berwyn had made a decided sensation by her langor, grace and cold, fresh beauty, but to no one had she manifested the slightest favor until this handsome blond gentleman had come—this lazy, self-conceited aristocratic fellow, who called himself a "poor artist" while he was perfectly conscious that his pictures sold better, that his studio was handsomer, that his diamonds were purer, that he was more generously adored than ordinary mortals.

He was almost perfectly handsome. He was tall and well proportioned; his face was fair as a woman's, with heavy tawny gold mustache drooping over a mouth that, when it smiled or spoke had such a way of making women's hearts thrill within them.

He had luxurious hair which he wore rather longer than most men did; yet he did not particularly affect the artist's style.

He had fine eyes, rather deep set with heavy brows and lashes; splendid magnetic eyes of deeply dark violet, whose expression was under the control of his will, that could eloquently express just what he intended they should express.

And Blanche Berwyn was in no way adverse to this divinity mak-

ing love to her; and as she leaned against the rustic fence looking at him the blood was pushing more warmly through her veins than was its wont.

"So you think to add other temptation to the potent attractions already offered by presenting a new bevy of pretty girls, Miss Blanche? Don't you know I believe the facinations in that line at Clondesley cannot be excelled?"

He had such a trick of drooping his splending head slightly forward when he talked—in a dangerously confidential way that women always so liked—a way of lowering his voice that impressed one beyond her judgment that she was the best-favored friend; and Blanche was so as he spoke to her, and a flush came to her face as she laughed and answered him.

"Well, I am really very glad you are so well suited. Still, I am positive you will enjoy the garden party. The Wheatons are coming—you remember what lovely blonds those twins are—and the Rushtons and May Barrington and the Erles—oh, everybody!"

Mr. Cleveland switched away at a clump of white-petalled daisies with his cane.

"And Miss Siddon—Miss Siddon is coming, I presume?"

He was watching her under his wide-rimmed Panama, and saw just what he expected—a change of expression on her fair face.

Her lips curled in a half hidden sneer, as she answered him:

"Oh, Clara Seddon. You maan the girl that lives over at the mill. No Mr. Cleveland, my sisters list does not include her."

And you knew from the cold restraint in this young beauty's voice and manner exactly what she and her people thought of Clara Seddon, and you also knew from Cleve Cleveland's face what he thought of the girl.

Two or three hours later, as Blanche Berwyn was lounging in her room, half worried as she recalls the alternate hot-and-cold style of the man of all men whom she desired to secure for a lover, and half indignant as she thought how plainly she had read in his face his silent dissent from her verdict concerning Clara Seddon—while Blanche was in her room, Cleve Cleveland was walking leisurely down the side of the old mill stream, towards the dilapidated, picturesque old mill, beside which the girl lived with her aged grandfather—the fairest, sweetest girl that Cleveland's artist eyes had ever looked upon.

To-day she was sitting on the broad, smooth doorstep at the entrance of the cottage, with her white apron full of flowers that had grown in the garden tended by her loving care.

Cleveland saw the picture long before he came up to her, and enjoyed it in his lazy yet eager way.

He had reached her side before she was aware of his proximity; then, as he stooped and took a yellow rosebud and a spray of its own leaves and stuck them in his button hole, Clara smiled faintly.

She was wonderfully beautifully—as purely creamy in her complexion as alabaster, and with large dark eyes that matched her hair, brows and lashes.

“Are you surprised that I had the courage to face a mile and a half of sunshiny road this boiling day?”

He threw himself on the cool, turfy grass besides her watching her make up her bouquets.

“I thought you would not come again at all, Mr. Cleveland, after what I requested of you.”

There was a quiet dignity in her tone that told how thorough a lady she was—for all that calico dress she wore.

Cleveland frowned.

“Clara, did you really mean I was never to see you again?”

She looked at him a second with her unflinching gaze.

“I certainly meant it Mr. Cleveland. I told you why.”

He sprang to his seat in a second.

“And do you think you can invent any foolish excuse to keep me from you? Clara! will you not believe me when I swear I love you and care nothing for the obscurity and poverty you think ought to be a barrier between us! Clara, if you have a heart in your bosom you will tell me if you love me and will be my loved wife!”

Clara was trembling under the glance of the eye she dared not meet.

She went on, essaying to arrange her boutonnières while she listened. Then, when he waited for her answer, she steeled herself from soul to brain and gave it.

“I thank you for the honor but its impossible for me to think I would be doing you the justice you deserve if I acceded to you. Mr. Cleveland, I am so worldly-wise—I know so well how it is with you; you never saw me until a few weeks ago, and you imagine you care for me because my—my—face pleases you. If you were kind and charitable you would not come here again, you would leave me to go my own way.”

And Cleve Cleland knew when he went home to Clondesley Lawn that the only woman he had ever loved or asked to be his wife had refused him. The next day he went away, nor could all the persuasions

or reproaches of Blanche Berwyn induce him to stay for the garden party.

A month later a letter came to him from Mrs. Clondesley, announcing her intention of returning to town; and inviting him to call on herself and Blanche; giving various little morceaux of country gossip, among which was the news that old Mr. Seddon was dead, and that Clara,—“pretty Clara”—had left the place, and Cleve Cleveland’s heart sank still lower as he realized that she had actually vanished out of his reach.

* * * * *

The rooms at Mrs. Hutchinson’s were thronged with the *creme de la creme* of the elite of fashionable society, and surpassingly elegant in her Parisian costume was Blanche Berwyn, with the sparkles in her brown eyes and the same lovely grace in every languid motion that had made Cleve Cleveland so admire her three years ago when it had been a flirtation between them.

To-night he was there, at Mrs. Hutchinson’s watching her as she stood the center of an admiring group; and then he was suddenly distracted in his thoughts by the mention of a name that thrilled him to his heart’s core.

“Miss Seddon? Not the lovely Grecian-faced girl who set all London wild over her last year? What, will she be here to-night?”

“The same Miss Seddon. You’ve heard the romance of her life—how she was rescued from drowning and adopted by an immensely rich maiden lady who has since died, leaving the whole of her property to the young girl?”

Cleveland listened to the low tones with intense eagerness.

Clara Seddon!

Clara Seddon to be here, under the very same roof to-night!

Could it be true? And, while his pulses were yet tingling under the excitement of the news, there was a stir and a flutter among the guests, as were pronounced quite distinctly these two names:

“Mrs. Walter and Miss Seddon.”

And Cleve Cleveland looked to see the same pure, pale beauty, the same sweet, wistful eyes, the girlish lips that had doomed him to such misery.

Ten minutes later he saw her and Blanche Berwyn walk together in to the almost deserted music-room, and he hurried after them to be brought to a sudden standstill by the low, clear tones of Miss Seddon’s voice—the same sweet, sweet voice.

“You can scarcely suppose this *rencontre* affords me pleasure, M ss

Berwyn, when I remember the last time I saw you. But you wished me to come here a moment. If you please, in what way can I be of service?"

She was haughty as a duchess, and Blanche knew she met a foreman worthy of her steel.

"You can be of no service to me whatever, Miss Seddon. I simply wished to see you that you might assure me of the renewal of our compact, which, you remember, was that you would never betray the confidence I placed in you when I went to you and, for your own sake, warned you against the attention of Mr. Cleveland, to whom I am engaged. That is all."

Cleveland stood petrified.

"Thanks, very much, Miss Berwyn. When I promised you I would not tell the gratuitous information you gave me I intended to keep my promise because I believed you. To-night I tell you I believe you are playing me false now. There need be no further discussion between us, Miss Berwyn.

And, as she bowed, Cleve Cleveland stepped between them.

"Miss Seddon! Clara! My darling!—yes, my darling from the very first, I understand it all now, why you refuse me—oh, Clara, tell me you love me now, as I have loved you all this long, weary while?"

A glow of happiness brightened her exquisite face.

"Mr. Cleve! I always loved you—I do now. If you are not engaged"—

He drew her hand through his arm and turned to Miss Berwyn with his eyes smiling sarcastically.

"It is really a very great compliment you pay me in declaring yourself my betrothed wife, but, begging pardon for the discourtesy, I must beg to disclaim it."

He bowed coolly, as though they had met in the grand chain of the lancers, and Blanche Berwyn got herself out and went home, despairing for the first time in her life since she had known him that there was no hope for her, while Cleve and Clara were happy as their previous discipline of endurance and misery deserved.—*New York World*.

DEATH-BLOWS TO FUDALISM.

In Italy the burgher with his heritage of experiences from Cannæ and Thrasymene, from Pharsalia and Philippi, had become a stout infantryman early in the twelfth century, but on the other side of the Alps the French knights rode scornfully through the ranks of the peasants

hardly designing to lower their lances against the "foot pad churls" until, in the beginning of the fourteenth century, they received a lesson.

In 1302 some Flemings, who were weavers, tailors and merchants, and hence naturally cowards and rogues, resisted the payment of exorbitant taxes. Their suzerain, the French king Philip, called the Fair, with his brother of Artois, his lord high constable, Pierre Flotte, and an army of nobles, met the rebels in the flat Flemish country near the town of Courtrai. Since the burgesses must needs pay for horses and armors, they put both to their own uses. They had trained their companies behind the city walls, and wonder of wonders! their infantry did not run away. The Flemish bills, hooked into loose sword-belt or shield-strap, were terribly efficacious in dragging the knights from their saddles, and the ditches threw the horsemen into disorder. Philip fought in person, but after seeing prince and constable go down before the commoners, the crowned helmet gave way with the rest, and only the judicious use of the royal spurs saved them from being hung up with the hundreds of others in the churches, to be a sight for all Flanders and give a name to the bloody battle of the Spurs of Gold. Almost before the belfries of that same Flanders had ceased to call the victory to each other, the spears of the foot-soldiery were again sglinting through the Scotch mists about the banner of Robert Bruce at Bannockburn, where among the planted stakes, "the horses that were stickit rushed and reeled right rudely," and where another browed helmet was nearly captured upon the person of the English Edward II. Thirty-two years afterward (1346), the battle fought near the little village of Cressy, or Crecy, in Ponthieu, showed the foot-soldier as a power which not only surprised all Europe, but changed European tactics.—*From "The at Arms," by E. H. and E. W. Blaszyk, in Scribner's Magazine for February.*

A SEASIDE CALM.

The morning air was pure and cool—
Asleep the silver bay;
Each object on the shining sands,
In shade reflected lay.

The giant cliffs in long array
Were drawn up by the sea,
Their heads thrown back with lofty
pride
In musing Majesty,

The Sea methought did woo the Earth
In low, fond tones of love;
The silent Sky hung stooping o'er,
And listened from above.

The herds of clouds were lying down—
The haunting winds were gone;
Their angry bark was heard no more,
The weary chase was done.

A calm, ambrosial consciousness
Did Nature's bosom steep;
A stillness, not so stern as Death,
And more profound than Sleep.

'Twas music mute, and voiceless speech;
A quiet, creeping spell;
Repose—without Forgetfulness—
And Silence audible.

—*Exchange.*

RAILROADS.

The following states have Railroad Commissions: Massachusetts, New York, Virginia, Alabama, Texas, Illinois, Iowa, and Nebraska, and only one practical railroad man on one, and that New York.

We regret to learn from a reliable source that General Manager Potter, of the Union Pacific, has not fully recovered from his recent illness. We sincerely hope we may soon be able to record his complete recovery.

Rate wars are becoming more and more frequent of late notwithstanding the Inter-State Commerce law and the "Statistical" associations whom we find now to be at war among themselves. This is notably the case with the western, south and northwestern associations and we shall hope to soon see them fight themselves out of existence and the \$600,000 annually paid to maintain them be distributed to worthy employees that are daily performing sacrificial service to the companies. This, it appears to us, will be a legitimate way of reducing expenses and bettering the service.

General Superintendent Clark, of the Chicago, Milwaukee & St. Paul road, announced on Monday the following changes in the operating department of the road: Henry R. Williams, formerly of the southern Minnesota Division, is transferred to the K. C. Division with office at Kansas City, vice S. J. Collins, transferred. S. J. Collins is appointed Superintendent of the Chicago & Council Bluffs Division in Illinois and the Chicago & Milwaukee Division, vice G. O. Clinton, resigned. J. G. Hartigan is appointed Assistant Superintendent of the Chicago & Council Bluffs Division in Illinois and the Chicago & Milwaukee Division, vice W. W. Collins, transferred. W. W. Collins is appointed Assistant Superintendent of the Chicago & Council Bluffs Division in Iowa, vice J. G. Hartigan, transferred.

Whatever may be the justice or injustice of the engineers strike on the C., B. & Q. there are things that present a peculiar aspect, one in particular, that of calling off the engineers on the Reading railroad who

were members of the Brotherhood and took the places of striking engineers who were not members. We notice first the fact that Brotherhood engineers *do sometimes* take men's places who are on a strike. If not, why the order calling them off the Reading again, that no notice was taken of it by the B. of L. E. until they were compelled to by their own interests being jeopardized on the Q. again. If we mistake not, these same men were called off the Reading once before, and how were they cared for? We notice that each one had to rustle inside of three months, and some of them were running stationary engines for some time after, and having been given an opportunity to regain their old standing have done so. How will they respect and comply with the second order again? Mr. Corbin has said: "Not one of these men who struck shall be employed by that company." If this be true, how will the order recalling the Brotherhood engineers help the Knights? The combination seems a peculiar one and invites careful study by those most interested.

THE READING STRIKE.

As a matter of fact the strike on the Philadelphia & Reading railroad was concluded more than a month ago, and had there been traffic to handle, there would have been trains enough to handle it. There was never a time after the first forty-eight hours of the strike, in which, had safety been guaranteed the men who wished to work, trains could not have been moved freely on all parts of the system. Intimidation alone kept the company short handed.

The strike in the Reading mines was declared off last Monday, and the miners went to work again. There were some who protested against the order to return to work, and would not obey; but most of the men reported for duty.

There was not, however, work for all, because the mines, not having been worked since the first of January, were not in workable condition. So it will probably be some time before everything is moving along smoothly again the same as before the strike.

The strikers have gained nothing. They have lost much. They have accepted the terms that were offered them at the beginning of the trouble. The company agreed then, as it agrees now, to pay as good wages as any other company with which it has to compete. No reasonable men could ask more; no fair proprietor would offer less.

The New York Mail and Express has made a careful computation of the loss which the strikes on the railroad and in the mines has entailed, and puts its results down as \$4,062,000. It apportions it among the interests affected thus: Loss to railroads, \$192,000; loss to miners, \$1,680,000; loss to iron workers, \$350,000; loss to consumers of coal, \$840,000; loss to Reading Companies, \$1,000,000.

The professional labor agitator has had his day of notoriety, and this is the sum total of the gain in the entire affair. But will working

men learn wisdom by experience? It is to be desired; scarcely to be hoped. It matters little how often the lesson is repeated, demagogues will befog the minds of workmen, and lead them into trouble. There is no adequate reward for this self-inflicted privation — neither monetary nor moral.—*Railway Register*.

DECISION OF U. S. SUPREME COURT IN ALABAMA.

A decision was also rendered by the court to-day in the case of Joseph J. Smith against the State of Alabama, which presents another phase of the question of States' rights.

Smith, the plaintiff in error, was a locomotive engineer in the service of the Mobile & Ohio railroad company, and was engaged in managing a locomotive which regularly hauled trains into and out of the State of Alabama, but not between points wholly within that State. He was arrested for failure to provide himself with the engineer's license required by an act of the General Assembly of Alabama, approved February 28, 1887. He sued out a writ of habeas corpus, and asked to be released, upon the ground that the act of the General Assembly of Alabama, referred to, is in violation of that clause of the United States Constitution which confers upon Congress power to regulate commerce among the States. This court, in a long and careful opinion by Mr. Justice Matthews, reviews the adjudged cases which relate to questions of this nature, and then, referring to the statute of Alabama, whose validity is called in question, says: "It would, indeed, be competent for Congress to legislate upon the subject-matter of this statute, and to prescribe the qualifications of locomotive engineers for employment by carriers engaged in foreign or interstate commerce. It has legislated upon a similar subject by prescribing the qualifications for pilots and engineers of steam vessels engaged in the coasting trade and navigating the inland waters of the United States, while engaged in commerce among the States and such legislation is, undoubtedly, justified on the ground that it is incident to the power to regulate interstate commerce. The power might, with equal authority, be exercised in prescribing the qualifications for locomotive engineers employed by railroad companies engaged in the transportation of passengers and goods among the States, and in that case would supersede any conflicting provisions on the same subject made by local authority. But the provisions on the subject contained in the statute of Alabama under consideration are not regulations of interstate commerce. It is a misnomer to call them such, considered in themselves; they are parts of that body of the local law which properly governs the relation between carriers of passengers and merchandise and the public who employ them, which are not displaced until they come in conflict with express enactments of Congress in the exercise of its power over commerce, and which, until so displaced, according to the evident intention of Congress, remain as the law governing carriers in the discharge of their obligations, whether engaged in the purely internal commerce of the State or in commerce between the States.

"The court is, therefore, of opinion, first, that the statute of Alabama, the validity of which is under consideration, is not, in its own nature, a regulation of interstate commerce, even when applied as in this case.

"Second, that it is properly an act of legislation within the scope of the admitted power reserved to the States to regulate the relative rights and duties of persons being and acting within its territorial jurisdiction, and intended to operate so as to secure for the public safety of person and property.

"Third, that so far as it affects transactions of commerce between the States, it does so only indirectly, incidentally and remotely, and not so as to burden and impede them; and, in the particulars in which it touches those transactions at all, it is not in conflict with any express enactment of Congress on the subject, nor contrary to any intention of Congress to be presumed from its silence. For these reasons the court holds this statute of Alabama, so far as it is alleged to contravene the Constitution of the United States, to be a valid law. The judgment of the Supreme Court of Alabama is affirmed."

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

C. S. WHEATON *Editor.*

OTTAWA, Kas., Jan. 20, 1888.

EDITOR MONTHLY:—While reading many of the important letters and correspondence of the MONTHLY on the question of License, I am happy to say that there have been some very wise counsel and far-seeing remarks made that should interest the welfare of all honest and well-meaning conductors. It seems nothing but folly for one to plot and condemn a project that is to elevate and benefit each and every conductor it interests. I say, let us further any plan that builds our reputation and raises us honorably in the esteem of the public as well as the high dignitaries of these corporations that we labor for. But let us be equal to this emergency. If this position is reached honestly, do not impoverish ourselves for the sake of notoriety. This should be a step towards sobriety and morality, which is the foremost of all success and the necessary resolution for any honest undertaking whatever it may be. Some say the heads of corporations are fighting and objecting to this License law. What if they are? The right will rule in the end if its interests are advocated by the best experienced ones.

It is only placing a price on this honest labor that should be as honorably protected as any of the great institutions in this land.

If every man can't do this work without learning, it must be important that we should look up to our standing and protect our interests.

But while we are advocating a law of license that makes our positions worth more, will the law or license protect us in getting wages that will enable us to pay these extra expenses that this license incurs on us?

I honestly believe that the average conductor to-day has no big thing after all of his efforts to reach the position which they gained by industry. We are a class of people that are proud. I ask, and of what? Not of our wealth that has been made at \$75 and \$100 per month; not of the clothes that we try to appear respectable in, or any folly like these. No; it is because we (I say we) for I am one of them that have commenced at the bottom and have worked my way up this incline to a point that requires caution and level-headed work, and knowing that the common people do not know and can't realize what it is to be a practical conductor. I think that very few do.

When this trade is learned honestly, it is far above all trades in this land. Think of the trials and the hardships that a man passes through before he learns all this, and say he ought not to be proud and has not served his apprenticeship well. Where, I ask, is the tradesman that does so well and learns his trade as well, thrown in company with all classes of humanity from the first to the last?

I claim that the conductor that surmounts all of these difficulties, honestly and honorably, has a perfect right to be proud and the proudest man of all.

By faithful work the brakeman can do the work of a conductor and become able to handle trains just as a mechanic learns to handle tools, and then he goes by experience to the head of the department to fill the most important positions.

None but true and well-experienced men can ascend this ladder of prosperity in the railroad business. No matter how well versed or learned in other trades, he must commence at the first lesson.

Let Brother V. have his opinion on this subject this time, for I like to see him say what he thinks that is right. Let every brother speak out. I feel that is what is the matter with me and a great many others. We don't say enough about our interest.

By your saying what you have, has started me to write you a few lines. And if I give vent to my feelings and express my views on this subject, it may cause a new channel of thought in some other mind that will connect and will complete the formation of this subject—License.

By all of the brothers speaking their thoughts, Brother V. will see the protection there is, and will learn the next lesson, and think of his interest as we do. By making such changes as these in our Order, I think that it is affording every one with protection.

Protection of conductors, their salaries; and, most of all, protection of our homes and families; protection of their honesty and honor. Then when one gets praise for his noble deeds and ever-watchfulness, then we will know that he well deserves them. And think of the praise and blessings that will be received from one you are most interested in—the wife—when she can say, "My husband is protected by the laws of the land and from the slurs of the outside world."

We must not ignore this person (our wife) for while we are traversing the many ways and lonesome roads, surmounting all dangers and difficulties, this wife is at home offering up prayers to Him, the Ruler of all things, for the safety of her husband and brothers that may be out on the road. Is not this thought worth all we can derive from it?

Who of us is so attentive to our duties as the noble and precious wife? We owe her more than we can repay.

Then there is another point to think of that is of much interest to all concerned. When a conductor presents himself to a superintendent or trainmaster for a position, they have the assurance of his ability of transacting his business from his experience. And there is a committee that says he has been examined and found competent of doing the business he is asking for, and has years of actual experience.

And again, there will be no license given unless the applicant has proven up all of these satisfactory, which will be one big relief to the ones that have gone through this rigid examination.

As we look around we find all other trades protected from these little storms called strikes.

Now Mr. Editor and brothers, some one said that the magnates and higher officials would be afraid of us. This is not as I would look at it, for they know that their protection is in us, and they appeal to us in most every case of trouble.

Now when the conductors want to make the conductors more substantial and reliable, it don't look reasonable that they (the officials) would object to license, they knowing that their weapon of warfare is abitation.

No honor or nobility or morality goes with strikes. They make the poor poorer, and are the cause of many family troubles, discontent and privation.

Then license will be the cause of many little difficulties being settled without so much trouble.

Let us have license and then the pay will be regulated to suit the amount of labor done.

Then there is the public at large. They will know that their lives are in the hands of an old and tried conductor. Railroads won't be ridiculed for having inexperienced men to run their trains. Then there is one more thing I want to say, and it is this: You are put to the head of business, and you must conduct yourselves straight to be as near perfect as possible. And if you so conduct yourselves, the ones that are following you will be as good or better than you. Let us have license.

Mr. Editor, this is the first attempt, and if you think this of interest, it is at your pleasure to do as you see fit.

I remain yours in P. F.,

T. J. BROWN.

One of the objections met in Washington by Congressmen who were sent in by railroads was, that it would raise the pay of conductors.—ED.

DES MOINES, Iowa, Feb. 14, 1888.

EDITOR MONTHLY:—Will you kindly allow me space in the March number of our MONTHLY to say a few words to the different divisions in regard to the circulars issued for the benefit of the orphan children of our late Brother John Fitzgerald, who was a member of Division No. 38, and for some time a member of our Mutual Benefit department but who forfeited only four days before his death by reason (as we fully believe) of his mental condition and not being here it was not known until after his death. At the last session of the Grand Division we laid the matter before the insurance committee who recommended that Division No. 38 issue circulars to each division stating the facts and ask them to assist in raising a sum for their benefit. Their action was concurred in by nearly or quite all of the members of the Grand Division and approved by the executive committee when circulars were sent to each division. Six months have passed and out of 226 divisions only 64 have responded. To those who have donated we desire to thank them for their kindness, and I hope the division secretary of each division that has not yet taken any action in the matter will call the attention of his division to this and let me know the result soon, as we wish to get this matter closed up.

Yours in P. F.,

H. DASE, Div. 38.

BUFFALO, N. Y., Dec. 2, 1887.

EDITOR MONTHLY:—I had supposed until now that Brother H. S. C. had notified you of the death of Brother L. C. DeMary, a member of Buffalo Div. No. 2, who joined our insurance July 22, 1885; number of certificate, 2442. He was running into Meadville, Pa., on the N. Y., P. & O., where he has been since he left the old Erie. He was sick about one week and died with typhoid fever. He died Nov. 11. We did not know he was sick until we received a telegram of his death, and that he would be buried at Attica, N. Y., where his friends lived. He leaves a wife but no children. We had no time to make any arrangements for the funeral, as the telegram stated that they would leave for Attica via R. & C. the next morning at 7 a. m. We telegraphed to the C. C. of Meadville Division to attend to all the details and to represent Buffalo Division and we would compensate them. We sent an appropriate floral tribute. The body arrived in Buffalo about 11 a. m., accompanied by a large delegation from the Meadville Division.

Brother Chapman took charge of the arrangements here, and with all the brothers our division accompanied the remains to Attica. As they could not leave Buffalo until late in the afternoon they arrived at the cemetery too late to have only a few remarks at the grave. The brothers returned to Buffalo, where we took care of them until Sunday morning, when they returned to Meadville.

Brother DeMary was one of our genial, popular conductors, and his death is mourned by a host of friends and our division loses a valuable member. But we trust our loss is his gain, and we bow with submission to the dispensation of our Grand C. C., who we believe does all things for the best, though His ways are to us mysterious.

Yours in P. F.,

W. J. JACKMAN,
S. & T. Buffalo Div. No. 2.

BOONE, Iowa, Jan. 6, 1888.

EDITOR MONTHLY:—At a regular meeting of Boone Division No. 34, held Dec. 25, 1887, the following officers were elected to serve the ensuing year:

C. C., Frank Champlin; A. C. C., James Storrier; S. and T., W. P. Foote; S. C., W. B. Parkin; J. C., H. T. Walling; I. S., C. E. Meeds; O. S., A. A. McFarland.

Delegate to Grand Division, H. S. Campbell; alternate W. B. Parkin.

Executive Committee—One year, F. S. Butler; two years, W. B. Parkin; three years, A. A. McFarland.

After the election, tables were spread in the division room and about twenty-five members sat down to a sumptuous supper of turkey, etc., etc., to which all did justice, especially Brother Campbell. The tables being removed, fitting remarks were made by visiting Brother G. W. Hartman, of North Platte Division No. 35, and others. Brother Foote gave us a graphic account of his trip to Mexico with the M. A. of the U. S. and Canada. His description of bull fights and other sights were delineated so vividly that all present were carried away in a trance, as it were. (I don't mean that any one present went to sleep) to the points of interests and imagined they were enjoying an actual bull fight, until aroused from their dream-like journey by the sound of P. C. C. Cronk's gavel.

The pleasure of the evening was marred by the absence of our worthy brother and C. C., Frank Champlin, he being at the bedside of his estimable wife, who was sick almost unto death, but at this writing is out of danger and improving daily.

During the evening we promoted Brother F. S. Butler to the honors of the second degree. All consider him a worthy addition to our number, and one who will make himself popular wherever he may go, not only as a brother, but as a man. He is an able talker, good in debate, has studied law and been admitted to practice at the Boone county bar. He was elected Chairman of the Executive Committee. The State Executive Committee will no doubt find him an able member of that body.

This world is made up of opposites. It would be a sorry state of affairs if all were of the same mind. "Pro and con" is the safeguard of all countries, public institutions and organizations. We cannot expect every conductor to be in favor of license. As it now stands I am opposed to the bill. It looks hard that a man who has successfully run a train for ten or fifteen years should be subjected to the test of an examination, and on some technicality be refused a certificate, what could such an one do? Too old to brake, not smart(?) enough for a conductor. Poor fellow, he would be in a deplorable condition, and yet there is no doubt many who would find themselves in just such a plight. I fancy some one saying, "If you haven't a substitute, you have no right to condemn any of the bill." But there are many who can criticize justly, and can not suggest anything better themselves.

Our insurance does not seem to grow as it should, and I think under the "iron-clad" examinations a man has to go through to become a member, it will not increase in membership very rapidly. Such questions as the majority that are on the application for membership are, in my opinion, a mockery to brotherhood and fraternal feelings. It is a thousand times more strict than any of the life insurance or accidental insurance companies that I know of. Tone it down! Again, a great number of our division secretaries do not take the interest in our insurance that they do in others. I have heard foreign insurance associations being advanced before ours by officers of divisions. I think every division should elect a separate secretary of insurance; one who is a member of the same, and all members should report to him for applications and pay to him their assessments. He would naturally be an advocate for increasing our own insurance in preference to any other.

One word for the MONTHLY and I am done. It is improving steadily editorially and generally. Every member of the Order should be a subscriber, and every division should have a correspondent who should let us know occasionally what is going on of interest in their respective divisions. It is no doubt a great source, financially, for the Grand Division. It keeps us posted of what is going on within and what is thought of us without. Every member should have his name on the list of subscribers, and see that an outsider gets there also, then it would boom.

Yours in P. F.,

W. B. P.,

Boone Div. No. 34.

ALLIANCE, Ohio, Jan. 20, 1888.

EDITOR MONTHLY:—Please allow me to refresh the memories of the Bros. in regard to the circular that was issued by Alliance Division No. 177, asking for \$3 from each division of our Order for the purpose of erecting a monument in memory of G. P. C. C. Brother Alfred G. Black. This matter had been agitated for some time before we took the matter in hand. There was an article in the MONTHLY at one time written by some brother in the west saying that if the Ohio Division would start the matter it would be no trouble to raise the required funds.

Brothers, we did our part, and up to this time only forty-eight divisions have responded with the amount asked for, and the most of that is from the new divisions that have been organized but recently. The membership of the Order is over eleven thousand and what we asked for would not amount to five cents apiece. The price of one cigar (unless you smoke two-for-fives or stogies.) Now, brothers, are you going to let this worthy matter rest? Will you help us out? If you do not think the matter worthy your attention please let us know in some way so we can refund what we have on hand back to the divisions that sent it. Please let us hear from you through the MONTHLY and oblige.

Yours very respectfully in P. F.,

R. S. KAYLER,
Chairman Committee.

COLLINWOOD, Ohio, Jan. 12, 1888.

EDITOR MONTHLY:—While reading the different communications in the MONTHLY the thought came to me that I had not seen anything in it from this section, and I wondered what the reason was, that more of the brothers did not take advantage of the opportunity offered us by the MONTHLY, and air our views on the different subjects that are being discussed by the Order, and especially the license law. There seems to be considerable talking going on among conductors in regard to this matter, and I would like to see more express their opinions through the columns of the MONTHLY than have done so yet, and I have made up my mind to try and express my opinion on the matter, though I do not feel capable of doing the subject justice by any means. I will say to start on that I am opposed to trying to get a license bill passed. I think it unnecessary and uncalled for. I cannot see the need of anything of the kind, and cannot see where it is going to be of any great advantage to us. The railroad companies are chartered by the state and are held strictly responsible for the safe transaction of their business, and for the acts of their employees, and it is for their interest to employ only good men, those that are capable and can be relied upon. Of course men get into the service that are not what they should be. But would a license law and an examining board keep such men out? I am afraid not. Some men would pass an examination and not be nearly as fit to be trusted with a train as another man who might not pass at all, but who had more good sound judgment and could perform the duties of his position much better than the one who passed. I have seen it stated in the MONTHLY that the most of our railroad accidents were caused by the incompetency of those in charge of the trains, and that a license law would prevent, to a great extent, such incompetency, and that therefore there would be less accidents. I do not agree with this view of the matter. I hold that as a rule when accidents occur through the fault of the train men (which is not as often as some folks would have you believe) they are not caused by incompetency, but are more often caused by carelessness or lack of promptness and quickness of decision on the part of those concerned, and would happen to a man with a license in his pocket just as often as they would to one without any. There is another point I would like to bring up, and that is that a license would have a tendency to make men more careless, especially those who are inclined to take things easy, and do not care much how things go or where they are, only so they have a job. I am glad to say that this class are not in a majority by any means, but a man of this class with a license would say, "Well, I have got a license, and if I lose my job I can go some where else and get another." And on the other hand, in case of an accident with loss of life, the company would say, "This man is licensed by the United States government, and we are not responsible for his acts." No, Mr. Editor, I cannot see where matters would be any better if we

were licensed than they are now. I believe in holding the railroad companies responsible for the acts of their employees, and when an accident occurs, (which a license would not prevent) it hurts them in the tenderest part of their anatomy, their pockets, and they will try and guard against a repetition of the same. I have not run down by any means, but am reminded that there is a limit to an editor's patience, no matter how good natured he is, as well as to the pages of the MONTHLY, and I will close, hoping that I have said something that will stir some one else up, and that we will hear more about this subject.

Yours fraternally,

NOVICE.

EDITOR MONTHLY:—Out of the twelve passenger conductors on the V. M. Div. of the R. & D. R. R. there is not a man who belongs to the O. R. C. which I don't think can be said of any other line in the United States. We have sent them petitions and Brother Wheaton's circular but to no effect. They seem to be afraid of an Order. (the best in the world), and if I was one of them, some of whom have been running twenty years, I would be ashamed to say I was not a member, for if they knew the fundamental principles of our Order as laid down in our Ritual, I am sure they would cast aside all prejudices and come in with us both for their own and their employers interests.

More anon,

WELL WISHER,
Division 158.

LABOR NEWS TWENTY-FIVE YEARS AGO.

TEXARKANA, Texas, Dec. 12, 1887.

EDITOR MONTHLY:—So great has been the interval grown between the leading officers of railroad corporations and employees that it is now a big task to commence the reform. Twenty-five years ago the largest railroad corporation was small compared with many of those which now exist. It is one thing to manage a road of 200 or 300 miles and a few hundred men, nearly every individual of which is personally known to the highest official of the company, and another a road operating 5,000 or 6,000 miles of track and employing 15,000 or 20,000 men, but a small percent of whom can ever come in contact with any of the leading officials. To this growth and lack of personal contact and acquaintance entailed by it can justly be attributed to the jealousies which have of late existed, and the labor organizations which have grown out of them. This could not be otherwise. These labor orders are a natural outcome. The difficulty is the growth of railroads has far outstripped the organizing of those who have them in charge. We have gone on with the system of labor adopted to small corporations until we have outgrown them, and something else has been forced to take their place. This something else has not shown the work of either an organizing or a kindly hand. As a rule it has been a makeshift based on the operation of the Harsh law of supply and demand. And here let us say to our Brotherhood of Railway Conductors, we have made the greatest success of any labor order in the land. We have gone to the bottom of the trouble and are gradually working up to the point to meet the eyes of those large officials who command 20,000 employees with the same kind and charitable feeling as those officers of twenty years ago. These high officers have not changed, nor have the employees changed. Could these officers be around in person to see after these labor troubles when they first appear they would never exist. The great trouble could best form a misunderstanding between high and low officials and that same misunderstanding is between the lower officers and the employee. As this matter has never been taken up by our large corporations, nor any regular service devised by them in which the rights and service of the employees are to be regarded, hence the matter has been brought to their notice through these orders. Some have taken one plan some another. Some may have been wrong, and all have done as they thought best. These troubles have caused corporations to resort to "black lists" and other rash measures that has widened the breach until now the orders and companies regard each other with distrust. This breach is what the Order of Railway Conductors are

trying to remedy. Not by harsh means, not by neglect of themselves, but by arbitration and reconciliation, having the highest officials in full knowledge of all transactions. Two wrongs will not make one right. We claim it wrong to place an embargo on man's labor which is his capital, that labor is worth all he can get for it, nor can man force that labor on the market above its value. The railroad company and employee are on the same footing. The company has transportation for sale and the employee has labor for sale; both live on public patronage and place their wares on the market for the highest price. Corporations must live as well as employees. Perhaps no other class of civil employees require such strict loyalty as that of railroad service, because the interest of the public are as deeply involved as the corporations, and without an almost military fidelity on the part of the employees the railroad cannot do business. Here we see the great necessity of harmony on both sides. We do not expect the courts to protect employees in lawlessness, but the courts will protect employees from injustice at the hands of corporations, they at the same time proving to their loyalty to the public and corporations. Arbitration, in whatever form it has been called into requisition, has never failed to prove a satisfactory and healthy solution for the troubles between employee and employer. A demand for arbitration always receives respectful attention. Corporations may say by these arbitrations higher salaries are obtained by us than we would have otherwise to pay; but as this increase comes from the public in increase of tariffs it is no detriment to the companies, but a blessing since it secures for them a better paid and more contented and consequently a more faithful and efficient class of employees. The public and leading stockholders and managers of all large corporations are beginning to give these labor orders all possible encouragement. We, as the Order of Railway Conductors, do not base our claims upon the principle that might makes right. Our object in life is high and exalted. We do not think the rich man owes the poor man a living, but believe in making our own living by honest toil and heartily co-operate with each other for mutual benefit.

Faithfully yours,

ALAMO DIV. 59.
Texarkana, Texas.

ANACONDA, Montana, Dec. 17, 1887.

EDITOR MONTHLY:—"Stone Bridge" writing from Sharpseville in the December issue of the MONTHLY argues that two engines passing over a bridge are no harder on the structure than the same weight of box cars. "Stone Bridge" evidently forgets the "Hammer Blow" question which has occupied the minds of the Master Mechanic for some time.

Now, Mr. Editor, I work behind two consolidation engines, each of their main driving rods weighing thirteen hundred pounds, and the "hammers blow" of these two engines on a wooden bridge strain it far more than the passage of two cars double the weight of the engines.

I forget the exact figures, but think that the driving wheels of an ordinary passenger engine strike a "hammer blow" equal to the whole weight of the engine. What then must be the strain on a bridge when two consolidation engines of seventy tons each run on to a bridge at a speed of twenty miles an hour both engines working their best and rocking from side to side. (You know the motion to which I refer.) All engines, when working their best, pound the rail first one side and then the other.

The cantilever bridge on the Michigan Central road, over the Niagara river, was tested by standing thirty engines on it at once. Had those engines been made fast to a tree on the shore, and let them have tried to pull the tree down, every engine to be "wide open and down in the corners" the structure would have undergone more strain than if sixty engines had been loaded up on thirty flat cars and left standing quietly on the bridge.

Let "Stone Bridge" suddenly jump on to a weigh scale and notice how much heavier he will be than if he steps on easy. I claim the same thing applies to an engine running onto a bridge, not to speak of the blow of the driving rods.

In conclusion, transportation companies have not the right to use two engines on their trains until they make their cars and bridges stronger. Bridges are built to withstand a certain pressure, just the same as a car is made to carry

twenty tons. Put forty tons into a twenty ton car, and the car breaks down. Won't it? Run two ten wheelers over a bridge designed to carry one standard. Has any corporation the right to do that, or even the right to run two standards over it. They have not.

As for "coroner's juries" they are a relic of dark ages. Not long since a switchman was caught in a frog, and cut to pieces by a train and the jury decided that he died from "natural causes."

A friend of mine was struck by a low bridge and thrown under a train and killed instantly. The jury "found" that he met his death by "falling from a train."

MONTANA.

CHARLOTTESVILLE, Va., Dec. 20, 1887.

EDITOR MONTHLY:—It has been a long time since you have heard anything from Blue Ridge Division 184, but we have elected a new corresponding secretary, and I am quite sure that the MONTHLY will have something very often from us

I take the liberty, however, this time to write a short letter which I hope you will allow space for, and I propose to ask you a question that has arisen in our division, one that will soon be put to a test. It is in regard to the admission of Brotherhood Brakemen into the O. R. C. The division is very much opposed to it, unless the applicant comes or presents a withdrawal card from said B. of R. R. B. I know very little about their constitution or by-laws, but it seems to me that if a member of the latter order has been promoted to the position of conductor on a road and has been running a sufficient length of time, and is a good man, we should not hesitate to admit him on application for this reason: First, because the applicant should understand the constitution and by-laws of the O. R. C., and if there is any conflict in the constitution of the two orders he (the applicant) would renounce the former by his obligation in the latter. Secondly, as the application would be invariably made first to the B. of R. R. B., and lastly to the O. R. C., this latter order would certainly have a better chance to know the applicant and to control the same. We are anxious to know what to do, and as I have never seen anything on the subject, I take the liberty of asking you. Our S. and T. has been authorized to make inquiries of Brother Wheaton for the division, but I feel like calling on the MONTHLY.

The fiscal year ending December, 1887, has been one of little interest or advancement in any way with us. Only one member initiated, Brother W. D. Bush, but we have a membership of more than thirty and they are conductors that will do us honor on any road, all employed on the same division of the Chesapeake & Ohio railway and getting on well.

We have a little money in the treasury but have never failed to respond to a call for help from other divisions with a sum of from \$3 to \$5 for a disabled member. Yes, we are proud of our division and hope to sustain in future this report.

We have had a great deal of sickness during the year, but thanks to the Grand Chief of the universe, there has not been a death to report. Brother G. E. Harris and myself have both been very sick, the former being quite sick yet.

Our annual election was held the first Monday and the following officers were elected: I. N. Gentry, re-elected C. C.; F. L. Shaw, A. C. C.; Leonidas Stone, S. and T.; D. C. Grady, S. C.; C. J. Hunter, Jr. C.; W. H. Greaver, I. S.; E. B. Trainhauser, P. S.; R. W. Harler, Cor. Secy.

On motion the grievance committee and the executive committees were consolidated and the following members were elected to compose it: S. M. Leake, chairman, C. J. Hunter and J. N. Gentry.

Brother Shaw was elected delegate to the Grand Division and D. C. Grady alternate.

A call meeting was ordered by our Chief at the last regular meeting for Monday, Dec. 26th, for the purpose of installing the officers elect.

Well, the next will be from Brother Harler.

Yours in P. F.,

LEONIDAS STONE.

COLUMBIA, S. C., Dec. 9, 1888.

EDITOR MONTHLY:—We have seen in the MONTHLY a great deal of kicking, and one brother, some time since, wanted to know what good the Order did for its members; he had never seen any. Now I will ask him: what good have you ever done for the Order? Do not sit idle and have the name O. of R. C. to carry you through, or you will be left. Go to work and see what you can accomplish; talk up the Order, brothers, to your friends and make it known and appreciated. All of you have some influence. We have talked to several congressmen and U. S. senators in the last few months and they all take an interest in the license act and will give proper legislation if properly informed on the subject. I cannot see why any brother objects to the bill, as any intelligent man can see it is a good thing for us. We did not expect the B. L. E. to aid it for they oppose anything a conductor approves, and then, too, they have a large number of members who would not be able to pass on account of want of education and intelligence, but we don't believe it can hurt us in that respect.

Our division continues to grow and we all have derived a benefit from the O. of R. C. Before our division was organized we tried to get a raise on salary for flagmen on all trains and could not accomplish it. On S. C. division of R. & D. a flagman was allowed on mail trains and on freight, we were allowed only two negro brakemen and neither of them intelligent enough to flag. On C. & G. division two white train men were allowed on mail and two negroes on freight trains. We had a brother discharged without cause on "put up" evidence given by another conductor whose character was very bad and who had been refused admission to our Order. Our division committee saw our superintendent and then went to Washington to see General Manager Thomas and conferred with him. He objected to signing any papers with a committee of any order, but listened courteously to our grievances and promised consideration. Our superintendent, Col. G. R. Talcott, recommended more pay for us and that Brother S. N. Williams be given back his train. We had been getting our pay checks about the 25th of the month after work was rendered and often later. Our brother was offered his train back but had secured more suitable employment and did not take it. Every conductor on S. C. and C. & G. Division has had salary increased from five to ten dollars per month, white flagmen allowed on all freight trains in addition to the two "coons" as heretofore. Colored porters have been put on C. & G. mail trains and thus flagmen can attend to their proper duties. Brother H. A. Williams, yard dispatcher at Columbia, S. C., had his salary raised ten dollars per month. We receive our checks regularly on the 13th of each month and have received the thanks of all employees on the line for securing a regular pay day. The conductor who "put up" the job on Brother S. N. Williams has left us, rumor says by request.

We see some objections to the "Mode of Procedure" and favor a salaried assistant Grand Chief Conductor to act with the Division Committee. We had only been organized four months when we worked our case and we feel satisfied with our success.

Brothers, read your MONTHLY, attend your division meetings regularly, only work for the Order one-fourth what you do for the railroad company and you will never ask what the O. of R. C. has accomplished. It will be so plain you will surely see it. If once you stand by the death-bed of one of your division you will surely see the benefits.

Yours in P. F.,

M. J. LAND,
Correspondent Div. 215.

CITY OF MEXICO, Feb. 23, 1888.

EDITOR MONTHLY:—Perhaps you would like to hear a word from "Old Mexico," the R. R. and O. R. C. now operating in this country.

Division No. 159 is getting along very good—thanks to the efficient officers that it has always been our good fortune to have, especially the secretary and treasurer, Brother H. H. Greenleaf, of whom we can say, he is one of the very best in any division.

The C. C., W. C. Bradley, had the sad misfortune of his pistol going off accidentally and the ball (44 cal.) going through both of his legs, half way between the hip and knee, badly shattering the bone of the right leg. The doctors think

they can save the leg. Brother Bradly is bearing it bravely, always seeming cheerful.

Mr. Jos. Cooper, engineer on the Mexico Nat'l was killed the fore part of last week near Tultenango, by his engine, No. 61, turning over.

Railroad construction is very active in Mexico this year. The Mex. Cent'l will have their branch of about 210 kilometers built into the city of Guadalajara by May, also their Tampico branch to Aguacalientes is being rapidly pushed. The Mexico Nat'l will have their road connected to the Rio Grande opposite Texas by fall or winter. The International is now running from Lerdo on the Mexico Cent'l to Eaglepass and into the U. S. Gen'l Travina expects to commence building a road from Monterey to Tampico in a couple of months through one of the finest agricultural districts in Mexico, in fact it will run through the garden spot of Mexico, the district of Huasteca. The Interoceanic road is now building from the end of their Irolo line at Mesapa to the 110 kilometers now running from Pueblo. The gap to be built is a distance of 88 kilometers, which will bring them near Vera Cruz. They also expect to build toward Acapulco on the Pacific coast.

The conductors on the Mexico Cent'l and Mexico Nat'l are Americans as also the greater part of the engineers. On the Vera Cruz, Mexicans, on the Interoceanic, mostly Spanish conductors. The two latter roads employ both American and Mexican engineers. The Mexico Nat'l and Mexico Cent'l are officered by Americans and run on the American system, the Vera Cruz by English officers and system, the Interoceanic by Spanish officers and partly English system.

The Mexico Cent'l boys had the misfortune to lose their superintendent, G. T. Jarvis, who goes to a new road at Marquette, Michigan. Success go with him. He was liked very much.

There have been many changes since the Mexico Cent'l company removed their old conductors, as true and able men as ever worked on a train, and the company saw their mistake, I think.

MONTGOMERY, ALA., Jan. 8, 1888.

EDITOR MONTHLY:—Enclosed please find a copy of a letter from the devoted sisters of our deceased brother, W. F. Ray, who was a worthy member of our division and a member in good standing of our Insurance Association. Please publish in your next issue, and oblige.

Yours in P. F.,

M. L. HOGAN,

LA FAYETTE, Ala., Dec. 26, 1888.

Mr. M. C. Hogan, Sec'y of Montgomery Div. No. 98 O. of R. C.:

DEAR SIR:—Your kind letter received and would have answered sooner but sickness prevented. Your letter was a great consolation to us, for it is such a comfort to know that our dear brother had the love of an order of his friends and the brotherhood in his last hours, and we shall always love his friends and the things he loved best. He was a brother who was brother, father, friend and protector, all in one. Please say to his friends and the members of Montgomery Division and the Order in general, that the orphan sisters of their brother, W. F. Ray, will never cease to love them and never fail to remember them every night in prayer. Please accept our heartfelt thanks for resolutions adopted at your meeting. We will close with many good wishes from

Your friends,

SALLIE AND IDA RAY.

TOPEKA, Feb. 26, 1888.

EDITOR MONTHLY:—I have been thinking of telling a few things that I see and hear on the C. D. & N. (Rock Island route).

I have just returned from a trip southwest. While there I had the pleasure of meeting Brother Rlsant. He is the same old Dug; but oh, my! if he would only take a tumble to himself and get a new cap how much better he would look.

I also see Brother Getter, but he was acting awful, although we must look over his actions, for we all did the same when we were single. Brother Getter, they were awful nice people you were playing so sweet on while on your way to Salina. Did you take off your hat or did they know the top of your head is

as callow as the breast of a bird in June. Pull your hat, Brother G., I am bald-headed myself, and proud of it.

I also met Conductors Gregory, Gordner, Butts, and the popular A. K. & C. conductor, Jim Mortin. Oh, yes; and the Sea Captain. I found them all feeling fine, with the exception of the Sea Captain. He cannot understand why the hired girls at Pratt wants to be so popular as people who wear sealskin. Of course, Captain, put off any hired girl that does not have the excess to pay, but don't drop the sealskins, or they will send you two valentines. But if you keep on you will have to hire male help in your restaurant. Shave off your whiskers, polish up the new lamp, and look just as sweet as you can when passing through Pratt and you will be O. K.

On my return to Topeka, I learned of the illness of Brother B. F. Kelly, I called on him and found him very sick. He has been working for the U. P. out of Omaha, and returned home a few days ago sick and has been in bed ever since.

I had a short talk with D. I. Furbeck. He thinks Kit Clover will out trot them all this fall. Brother Furbeck is an old conductor, but at present is talking the language of a foreigner, Sookey, Pooy, Su-calf, and all such funny talk unknown to railroad men.

Brother J. A. Ramsours is at present trying to buy and sell Topeka and part of the U. S. You can find him in his office on Sixth avenue, where he is always ready to make a trade with you.

I cannot say much about the boys around Horton as I have not been there for some time, but will say to the brothers of Division No. 62 that I would like to hear from them as that is one of my old stamping grounds.

With my regards to all working brothers in the glorious work, I remain

Yours in P. F.,

M. N. B.

DANVILLE, Ill., Feb. 14, 1888.

EDITOR MONTHLY:—On Sunday, Feb. 5th, a special session of the Grand Division was opened at Streator, Ill., for the purpose of organizing and dedicating Illinois Valley Division 222 of our Order.

M. Kent, D. D. G. C. C.; D. Donahoe, A. G. C. C.; A. H. Cutter, Sec.; J. H. Weed, S. C.; T. C. Eagan, J. C.; J. M. Stuart, D. D. G. J. S.; M. Burns, D. D. G. O. S., all of Division No. 87, except Brother Cutter, of No. 125. There were thirty-eight members of the Order present belonging to thirteen divisions.

Division opened at 11 a. m. in due form. F. L. Chase, R. H. Mitchell, Jas. Fitzgerald, W. F. Kress, P. E. Coster, W. E. Cass, J. B. Potter, F. W. Kimball, C. Christopher, P. Apper, L. N. Turpin and J. W. Moreland were obligated as charter members and the hall was dedicated in due form, after which the members choose Illinois Valley Division as the name, and 222 was the No.

F. L. Chase was elected C. C.; F. W. Kimball, A. C. C.; J. W. Moreland, Sec. and Treas.; Jas. Fitzgerald, S. C.; L. M. Turpin, J. C.; J. B. Potter, J. S.; P. Apper, O. S.

Executive committee—J. Fitzgerald, one year; W. F. Kress, two years; W. E. Cass, three years.

Delegate—F. L. Chase; J. C. Moreland, alternate.

After which I consented to hold a public installation of the officers. Brother D. Donahoe of Division 87 was appointed installing officer, and Brother Weed of same division as marshal.

All the business being finished the doors were thrown open and about twenty ladies and children, a good share of them conductors families, came in and took their seats, when Brother Donahoe installed the officers, and the division closed in due form at 4 p. m., reserving the secret work.

There were twelve or fifteen members and their families of Division 87, and the C. & A. Co. furnished a chair car and engine and run a special to Streator and back to Bloomington, also the delegation from Rood House and Danville accompanied this party. All had a very pleasant time and enjoyed their trip to Streator.

Respectfully yours in P. F.,

M. KENT.

D. D. G. C. C.

MINNEAPOLIS, NOV. 23, 1887.

EDITOR MONTHLY:—I note in the November issue of our organ a correspondence casting a dose of hot shot at the Brakemans' Brotherhood or perhaps some individual member. Now I wish to say that I object, as a member of the O. R. C., to any such controversy through the columns of the MONTHLY. Probably some hot-head wanted something to kick about, or no such words would have appeared in the *Brakemans' Journal* as the ones to which our brother refers, and it is not right for our brother to bring this up in our official organ, thus instigating war between the two Orders. My dear brothers and fellow-readers, the interests of these two Orders are one and the same, while their relations are altogether too far apart. I know of several B. R. B. men who have become members of our Order, and they make the very best of workers for our interest. I am proud to inform you that the purest of harmony exists between the members of the O. R. C. and B. R. B. on the road which I work. Conductors hire their own men, and the unemployed members of the B. R. B. can always find a good job here, as we invariably give them the preference; in fact it is very hard for a brakeman to travel or obtain a posit on here unless he is a member of the Order.

I further note that our worthy correspondent in a measure agitates the non-strike clause. I among many other conductors here have had some very disagreeable experience in the strike business. Kindly allow me a little space and I will tell you what it was. About one year ago the switchmen in all the yards at this place struck for Chicago pay. As is always the case the conductors were called upon to assist the company in suppressing the trouble. I tell you there is not a man on earth who runs a freight train that will willingly switch in a strike. We were called in one at a time and our trains given to our brakemen. We had the privilege of switching or being discharged and black-listed over the entire country. We switched one and all to our direst sorrow. We were hooted at, called scabs, and I believe some of us would have been killed had the strike lasted much longer. There were members of the B. R. B. as well as the O. R. C. working in this strike. So do not condemn the Order for our misfortune. After the trouble was settled and the switchmen had all, or nearly all, been taken back and their pay raised, we were thanked for our services in the following manner on one road, which is the C., M. & St. P.: The conductors had always been allowed three brakemen on this line until a short time after the strike, when one brakeman was taken off, leaving but two men to handle 35 or 40 loads over a division of 140 miles. Another imposition heaped upon the conductors of this line was that conductors would be obliged to pay for wheels found flat under their trains at the terminal. Other little things came about of a like nature shortly after the strike which goes very strongly to show that when railroad companies realize that they can make slaves of a class of men, they will take advantage of it. The switchmen that struck are now averaging a monthly pay equal to that of a conductor and suffer no abuse either.

I don't think that the conductors and brakemen who switched in this strike will ever work in another. They seem to be chuck full of that kind of work.

The company for which I now work has used the conductors and brakemen well, and I hope it will be a long time ere it or any other company follows the actions of the C., M. & St. P. I don't advocate strikes in any way, shape or form, and do sincerely hope and pray that there will never be another, especially where I am working.

And now in conclusion allow me to suggest that we do all in our power to consolidate, so to speak, the B. R. B. and the O. R. C. There are, of course, men in both Orders who do not approve of this, but had they suffered what the conductors and brakemen have up here, by being compelled to do things against their will, they would admit that something will have to consolidate or we will be working for very small pay in the near future.

Truly yours in P. F.,

OBSERVER.

AUGUSTA, GA., DEC. 15, 1887.

EDITOR MONTHLY:—Augusta Division No. 202 held an election of officers Dec. 3, 1887. There were 28 brothers in attendance, the largest turnout since its organization. I will right here say to the brothers to try and turn out at all other meetings in future as we did on this occasion. The following officers were elected to serve during the year 1888:

C. C., J. C. McMaster; A. C. C., Jos. Bell; S. and T., A. A. Walden; S. C., R. P. Dodge; J. C., W. B. Verdey; I. S., B. B. Jones; O. S., D. D. Plumb.

Delegate, J. C. McMaster; alternate, R. P. Dodge.

Trustees—J. C. McMaster, three years; R. P. Dodge, two years; Jos. Bell, one year.

We have 42 members, and a small amount to our credit when all expenses are paid.

Business has been unusually good this season, and very few railroad men looking for positions.

All of the brothers approve the license bill, and it has our best wishes for its future.

I regret to see so few of the brothers in the Mutual Benefit Department, and so many forfeiting that have joined.

I am trying to get a good list of subscribers for the MONTHLY, and hope to have 50 by January 1.

I have spent the entire day working on the books, with Mrs. W. going around with a long face, and says she will attend our next election, and if she does there will be one vote cast for some one else to be elected S. and T.

We have a new M. T. S. appointed to the S. C. division of the C. R. R. system—Mr. E. E. Anderson, formerly of the L. & N., and all of the brothers like him very much, and will do all they can to please him, as they did Mr. Baught, who will assist our division superintendent in his arduous duties.

This is my first attempt to write for the MONTHLY and if our correspondent will let us hear from him I will not make another attempt.

Yours in P. F.,

A. A. WALDEN,

S. and T., Div. 202.

GLENDIVE, Mont., Feb. 2, 1898.

EDITOR MONTHLY:—As I have not seen any communications from Yellowstone Division 191, I will take it upon myself to let our blizzard-struck brothers in the effete East know how we are getting along out in the balmy atmosphere of Montana.

Usually in February we are deluged with sunshine, but to-day it is dark and dreary, and reminds me of Brother E. H. B. "or some other rhymers" poem, "the melancholy days have come," etc., the wind songs drearily through the brown-leaved trees and the cattle low solemnly from the dry and brown ranges. A slight drizzle now and then rising to a heavy shower falls with a dreary monotony upon the muddy road. All nature seems dead and uninteresting, and casts a gloom upon all animal life. Brother Ed Beeman, rain soaked and desolate looking, picks his way carefully along the muddy street, looking back longingly at a little roadside cottage where his weary eyes have rested on a cozy fireside with a little circle of pets clustered together and a little wife busily engaged in housewifely duties, while the happy husband, Brother T. P. Cullen, sits smoking his afternoon pipe and reading the lively editorials from the Glendive *Independent*, "subscription, \$2 per year, invariably in advance."

In the distance, slowly lumbers a heavy freight train, the engineer, Jim Clayton, wearing a dejected air, and the head brakeman hanging limp and motionless on the fireman's seat box. The conductor, Brother Cameron, mud-covered and soaking wet, and the rear brakeman polishing his lamps in a dead and careless way. Brother J. D. Finn, our popular roadmaster, stands in the door of the caboose looking placidly at the track as the train pulls slowly by.

The Italians on our train now scramble aboard and we pull out slowly for Big Horn river bridge, where the rocks are thrown in the river at the piers and fall with a dreary, monotonous splash, and are swallowed up in the muddy waters, even as our lives are swallowed up in the muddy waters of the River Time.

But now the sun peeps forth from over the western hills. All nature seems enlivened; the trees on hill and dale take on a hue of burnished gold; the red sumach seem like so many blazing red fires; the brown grass covered with rain-drops that glisten in the sun like "Brother Bosworth's justly famous diamonds;" the cattle commence to graze contentedly, and no sound disturbs the peacefulness; everything is bright and beautiful with not a thing to mar. The Italians, liven up, look chirp, and join together in a plaintive Italian song, their mellow voices blending sweetly with the golden color of the landscape, and all is well. To be continued next summer.

How is that for a February rhapsody in ye glorious Territory of Montana ?

There is nothing of interest out here. Everything is running smoothly on the Yellowstone division under the able management of F. W. D. Holbrook, superintendent; F. H. Marsh, chief train dispatcher; D. E. Kennedy and F. Michales, dispatchers; Brother J. C. Taylor, superintendent of bridges and buildings; Major M. P. Wyman and Brother J. D. Finn, roadmasters on the 8th and 9th districts respectively.

Our conductors in service are : H. L. Miller, conceded by all (the fair sex in particular) to be the handsomest and most popular conductor on the line of the N. P., "but he will jack up a car of ice with a 12-inch jack." That is a horse on you this time, Hod ; Brothers W. S. Becker, T. P. Cullen, E. W. Beeman and G. I. Bosworth, all on passenger.

On freight we have Mr. F. Mack, F. Brownson, George Foulk, A. E. Anderson, Joe Clark, E. Duggan, N. Davis, and Brothers J. R. Condit and J. R. Cameron. On work trains we have the Pacific Slope Pilgrim, Ned Dewey, and Brother Charles Slusser, the young man eloquent of Altoona Division No. 94.

I tried to write an interesting letter, but can't make it, so will shut it off before you commit suicide.

I won a box of Club cigars last night, and will smoke two of them for you to the health of the license bill. All are stuck on it out here.

Yours in P. F.,

THE ROMANCER.

BUTTE, Mont., Feb. 16, 1888.

EDITOR MONTHLY:—The license question being the subject of much discussion just now, I will give my views of the matter and then forever hold my peace. Some such law is indispensable to protect conductors and engineers. The woods are full of "engineers" and so-called "conductors," worthless characters, who have been discharged and expelled for various offences, and who are only too glad to go to work at the beck of a railroad company in case of trouble arising between the railroads and their men.

The question of wages will ever be a bone of contention between the employer and employe, and some law is required to prevent water tank "engineers" from manning locomotive engines, and to debar auditor's clerks or worthless, drunken vagabonds from running trains.

During my experience I have gone through two engineer strikes; one in '77 and one in '83. During the latter strike the company called on their tank engineers to take charge of their engines. The call was "nobly" responded to, and the result proved disastrous to the company in having a lot of splendid engines virtually ruined. I will give you an instance. I sat on an engine hauling a passenger train during the trouble, and the "engineer," (taken from a pile-driving machine) didn't know when the lazy cock was open or shut, and never saw an injector in his life.

The "fireman" had been a depot haggageman, and was as much in the dark as the "engineer." No water was visible in the glass or gauge cock, and I was finally appealed to for information. I said I was employed and paid as a brakeman, and didn't know how it worked, nor did I know what it was for—never heard of such a thing as a lazy cock. Finally we slowed up approaching a division point, and I quietly stepped off the engine, and five minutes later the crown-sheet dropped down.

Not long since a General Manager, whose engineers and firemen were on a strike, was waited on by a committee of citizens and remonstrated with for having poor men in charge of the engines. His answer was, that he would keep them until they were good men, *no matter what the cost*. It is time some law was enacted to bring such autocrats off their high horse.

Some argue that marine engineers and steamboat pilots hold more responsible positions than locomotive engineers and conductors. They do not. I know they don't.

Again, we always hear about the care and forethought required to run a passenger train. True, I'll admit all that; but the conductor of a freight train requires more. Watch that long, heavy freight train thundering along in the dark, the red lights of another one in front, and the ominous glare of a headlight in the rear. Note the eager, wistful gaze of the young man peering out of the cupola

window hour after hour, keenly alive to the awful responsibility resting on himself should his train meet with disaster, and then tell me a man upon whom more responsibility falls. The lives of good men following him are in his keeping should anything occur.

His train thunders along, and how often has he to drop off his rear brakeman with a red light, and he himself rush over the top of his train trying his best to stop it and find every second brake almost useless for that which it was intended. The utmost skill, intelligence and forethought is one of the essentials of a freight conductor as well as that of his co-worker on the Jexpress, and I trust the day is not far distant when conductors and engineers will meet with the recognition to which their merits and capabilities so justly entitle them.

May the good brothers who have the license matter in hand see their efforts crowned with success, and may they have the earnest support of all concerned, is the earnest wish of

Yours in P. F.,

MONTANA.

SPRINGFIELD, Ill., Feb. 16, 1888.

EDITOR MONTHLY:—At a regular meeting of Lincoln Division No. 206, O. R. C., held Sunday, Feb. 12, 1888, the following resolutions were adopted:

WHEREAS, Lincoln Div. No. 206 was presented with a beautiful banner from their lady friends and a beautiful floral engine from the American Brake Co., at their first annual ball, held Feb. 8, 1888; therefore be it

Resolved, That the thanks of Lincoln Div. No. 206, Order of Railway Conductors, are hereby tendered to our many lady friends and to the American Brake Co., for the beautiful and generous gifts, being unlooked for and coming from our wives, our sisters, our daughters and our friends; and, to use Miss Hamer's language in presenting the banner, it will give us new zeal in our good work; it is further

Resolved, That a copy of these resolutions be sent to the RAILWAY CONDUCTORS' MONTHLY for publication, and to our lady friends and the American Brake Company.

J. R. ROBINSON,

H. S. CASTLES,

S. RYAN,

Committee.

SPECIAL AGENTS.

EDITOR MONTHLY:—In the January number, I notice an article under the above head, which is very appropos, and abundantly loaded with delicious morsels of food for reflection that should be eagerly devoured by all; and more especially by the men who, when they accepted the position of conductor of a passenger train, felt highly honored at the confidence and trust the company seemingly placed in them, but which they learn very soon, through the agency of those estimable and much-admired gentlemen—more familiarly known as spotters—that promotions are not always made in good faith, and the advancement is like a game of ten-pins—setting them up to be knocked down again.

I am glad to know that there are railway officers who discountenance those star chamber inquisitions, and have a desire to deal fairly with their conductors, but their hands are tied for some reason best known to themselves.

Our community has been visited by the blighting influence of the Slimy Serpentine Reptile and the circle of unity broken, and while we acknowledge the right of all to protect their own interests, and have no sympathy with dishonest men or practices, we still claim the right to meet the hydra-headed monster on the field of Equality and let the combat be awarded to the Just and Honest.

The causes of these mysterious dispensations of services of men (who up to this particular time) were considered good, honest and capable, are always withheld, and will never be brought to light unless we assert our rights as American citizens and avail ourselves, our honor and our occupation in a civil action against the offender, and I am in hearty accord with the sentiment expressed of standing as a unit, and using all honorable and legal means to bring to justice the cowardly iniquitous robber of the only capital possessed by a poor man—his character and reputation.

LAW.

HARVARD, Wis., Feb. 6, 1888.

EDITOR MONTHLY:—I am glad to see the principle started of advocating any change that may be made or introduced at our annual meeting published in the MONTHLY. One trouble with us all, we do not take the pains to let each other understand our own views, but after anything is started, then all oppose it. There is one change I would like to see made, and that is, make each member join the division that is located on the division of the railroad on which the member runs. If a member leaves the C. & N. W. and goes to work on the C. M. & St. P., he must within a reasonable time withdraw from the division on the C. & N. W. and join the nearest division on the C. M. & St. P.

Now, as an illustration: Take us on the Madison division. Our division is located at Harvard now. We had a good deal of expense to meet awhile ago, but the way it works now. There was members here on the Madison division that belonged to the division at La Crosse, also to the Milwaukee division and the division located at Madison. Now we had to appoint a committee to do our work. We had about 25 members in our division. When we discharged the committee we owed them considerable money. Now these 25 members had to pay this committee, while the other 25 conductors running on the same division reaped all the benefit of our work. It did not cost the divisions to which they belonged one cent. The Madison division runs from Winona to Harvard; also from Lancaster to Milwaukee. Now, the conductors running into Milwaukee belong to Milwaukee Division 46, and Milwaukee conductors have a grievance. Milwaukee Div. 46 will not take it for them; they refer them to Div. 68, and if Div. 68 does the work for them, it has to do it and receive no remuneration from the ones that it was done for.

But if Milwaukee Div. 46 should take it up for them, and should send a committee of C. M. & St. P. or Wisconsin Central conductors to Baraboo to adjust it, how would the officers at Baraboo treat with them?

I think this is a great drawback to our organization. The members are not confined to divisions where a benefit to one is a benefit to the whole. Now all the increase of pay and mileage we have ever received has been taken by two or three divisions, and they are located on the C. & N. W., outside of both Chicago and Milwaukee. We never could succeed in getting a committee from these divisions.

I hope some other member will write his views on this subject.

I am glad to see members taking some interest in our bill for licensing conductors, as all I find and talk with are willing to try it. The opposition comes mostly from those who have not carefully read it.

We had about 27 members out to our late Brother Lewis' funeral, and owe many thanks to Brother Dower, of Division No. 46, for taking charge of the same.

Yours in P. F.,

Div. No. 68.

TORONTO, Can., Feb. 20, 1888.

EDITOR MONTHLY:—For the past few years I have not taken any part in the trials or hardships of the boys on the road, having, however, served a number of years and had some tough experience in the old iron-rail and wood-burner days of the Grand Trunk railway. I joined Div. No. 17 when formed, and have continued my connection with the Order and insurance.

I have for the past five years been treating cases of stammering, stuttering and all impediments of the vocal organs, and have met with marked success, having a number of testimonials from patients who have been under my treatment, as well as a number of leading citizens of different parts of Canada who are familiar with my method of dealing with such cases.

I have a brother in Leadville, Col., and I propose taking a trip west in the spring, and I should like to make a few stops west of Chicago. If any brothers who may read this would let me know if there was any chance of doing business on the way, I would be pleased to hear from them, as I would arrange my trip to stop over. If any cases of impediments, stammering or stuttering of any description are known to any of the readers of this estimable journal, I should esteem it a great kindness if they would advise me of the name and address of such parties.

Yours in P. F.,

W. CHAMPNEY,
Stammering Specialist.

HALL OF KNOBLEY DIV. 183, O. R. C., Jan. 21, 1888.

WHEREAS, Miss Mamie Boehm, of Wheeling, W. Va., has made and presented to this division a very elegant and handsome emblematic altar cover, beautiful in design and finish; therefore be it

Resolved, That we accept the gift as being appropriate and of great worth, and expressive of high esteem and kind regard for our Order; and be it further

Resolved, That we appreciate in the highest degree the generous and kind regard that Miss Boehm has expressed for the members of Knobley Div. 183 in the presentation of this gift; and be it finally

Resolved, That these resolutions be spread upon the minutes of our meeting; published in the O. R. C. MONTHLY and local papers, and a copy furnished Miss Boehm.

Unanimously adopted by the division.

D. E. MCGINNIS,
R. TURNER,
J. W. MATLICK,
Committee.

STEVENS POINT, Wis., Feb. 20, 1888.

EDITOR MONTHLY:—To-day we paid the last sad tribute to the memory of one of our members, Brother J. H. Murphy, who was scalded at Duluth on Jan. 17. His engine, No. 100, manned by Engineer Hill, was leaking badly, and he got on the engine to consult with Hill in regard to where they would side-track their train, as they could not get through with it, as the steam was going back on them, and while seated on the fireman's seat an arch flue burst and he got the full force of it and attempted to get out by the way of the tender, but as the engine was a snow-plow and the tender decked over, he could not do so, and in attempting to get off the engine he was scalded so badly that the skin and flesh came off his hands and face and one eye was burned out, and his whole body more or less scalded as well as internally, one lung being entirely closed. He lived from 3:40 in the afternoon until 1:30 the following morning, suffering untold agonies, but under them all he bore up bravely and tried to be cheerful, and his will-power was so strong that he lived much longer than ordinary men would have done under similar circumstances. His desire was to live to see his wife, who was flying to him as fast as a special train, kindly furnished by the officers of the Wisconsin Central. But it was not to be, and he passed away before she reached him, never, however, losing his cheerfulness, and not a murmur or groan escaping him.

Brother Murphy was held in high esteem by all who knew him; the entire length of the road and from all sides came only words of praise for him and sympathy for his greatly bereaved wife.

The Masonic fraternity from Chippewa Falls came over to the number of one hundred and eighty in a special train given by the railroad company, and the following members of the Order from other divisions than the one here: Supt. T. C. Clifford, Trainmaster W. B. Woolford, and Brothers M. Buckstaff, A. Breikreuz, Wm. Pair and John Allen, of No. 46; Trainmaster J. W. Gilboy and Brothers George Hull, Tom Fredericks, Nick Bouce, W. Walten and Wm. Flynn, of No. 40; Brothers Arthur Jenkins, Arthur Booth, W. P. Hoyer, P. Brown, Robert Nelson and F. Briggs, of No. 94, and Conductors L. D. Skeels, of Chippewa Falls; J. L. Greer, of Green Bay.

The Masonic fraternity from Chippewa Falls sent a handsome floral piece made in the shape of a shield and a square and compass on top with the letter G in the center and his name across the shield, composed of tube roses, roses, immortels and calla lillies. Div. No. 40 sent a handsome pillow two feet and a half long; Masonic friends in Eau Claire a handsome wreath of roses and immortelles, and the division here a pillow, the whole making a fine display.

The Masonic fraternity took charge, and appointed pall-bearers and a committee of escort in connection with the following members of the Order: H. J. Greenfield, F. Minnebeck, Wm. Pier, Arthur Jenkins, C. D. Upson and E. Hamilton, who escorted the remains from the house to the church, where the Masons and the Order were drawn up in two lines, and the remains escorted through between them into the church, where the burial service of the Episcopal church was read, after which the services were conducted by the Masons, and at the grave the solemn and impressive burial service of that Order was read.

The day was a bad one—cold and snow blowing, which made it very disagreeable; otherwise the turn-out would have been much larger.

Suitable resolutions will be forwarded you, but cannot be got ready for this mail. In the death of Brother Murphy the Order loses one of its best workers, and the railroad company one of its most faithful conductors.

He leaves a wife to mourn his loss, but he was consoled in his last moments with the thought that he had made provision for her in an insurance in the Order and also a \$5,000 policy in the Travelers', and one of \$1,000 in the Switchmans', which was a great consolation to him, as he knew she would be placed beyond the cold charity of the world, although she has the deep and true sympathy of true and tried friends.

And here let me put in a plea for all to take advantage of our insurance, for none of us can tell who will be the next to go, and we should feel in our last moments that the dear ones we leave behind are provided for, and will not have to depend upon some subscription paper reluctantly started and more reluctantly filled.

Yours in P. F.,

E. H.

ST. ALBANS, Vt., Jan. 9, 1888.

EDITOR MONTHLY:—I perused the pages of your January number with pleasure (as usual.) Therein I saw many good points, and some, it seems to me, not quite up to standard. The one's not up to standard are the one's of which I propose to speak.

First, I will say a few words about the first annual ball of Division No. 209. One would judge from the reports and comments of the press that fun was unlimited, and no doubt it was. But judging from the first article under the head of ball notes, one would think the members of Division 209 might have possibly been induced to take a little something if the manager had not foreseen this and closed his bar. I fully agree with the writer that whisky is a detriment to the enjoyment of *any* party. But I do not believe it necessary to close all the bars to keep *conductors* from drinking. In this article all credit is given to the landlord for his wisdom in closing his bar. The conductor who did not drink gets no credit, for the writer says he admires the wisdom of the manager.

No doubt Mr. Keeney is a very wise man. I contend whisky would have been just as conspicuous by its absence had his bar been wide open, for I feel that any member of our Order is too much of a gentleman, and has too much at stake to take advantage of the fact that the bar was open. I also contend that had any one present at that time wanted to indulge, he would find a way to get it even if the bar was closed. Therefore I say, whatever credit is due for the absence of whisky should be given to the brothers and their friends who enjoyed the ball; not to the landlord who, in his great wisdom, closed his bar. I only wish the article read as follows: "Bar wide open, not a single conductor stepped his foot inside." Oh! how proud we all would feel to know *that* to be true. But when it is necessary to close the bar to keep whisky in its place, *my* pride takes a fall. But I am of the opinion, as I said before, it made no difference with the party whether the bar was closed or not. For with men who are members of our *glorious Order*, and who lives up to its teachings, whisky is out and good sound sense is in its place. There may be some brothers of No. 209, and perhaps of some other divisions, who do not live up to our teachings. To those, if any, I wish to say: Beware! beware! You little know on what dangerous ground you are treading. A sleeping volcano is at your feet, liable to burst forth at any moment and consume you into its awful fire. You may say, "I only take a drink once in awhile. I don't care for it. I only do it for sociability." Stop! Stop where you are if you do not care for it; stop at once before you do care for it for then it will be too late. Stop and think of the misery and suffering in this world of ours from this dread demon. Look at the picture fair and square, and then let me ask, Can you afford to keep pouring your and your families' happiness down your throat at ten cents a drink? Oh, brothers, look at the home of the drunkard; look at his poor neglected wife and children; look at his blood-shot eye, and ask yourselves if you can afford to take the chances. I am telling you this poor despised creature at one time held a position of honor and trust. At one time he was respected and beloved by all who knew him. But now look at him as he, with reeling step and blood-shot eyes, tries to get just one more drink (on tick.) Does he get it? No. The rum-seller don't trust such as he. His trade must pay cash, no matter how much suffering it costs, the cash he must have. And when your cash is all gone; when you are deserted and despised by all; when your poor wife has sold the

last piece of furniture to buy bread for your starving children, *then* go to him (the rumseller) for charity. What do you get? I will tell you. Your cash all gone, he has no more use for such as you. And then the man who has robbed you of your *manhood*, of your cash, and, most of all, the love and respect of your family, and brought them to hunger and rags, kicks you out into the street and return to his gilded bar-room to attend to others who are traveling the same road you have just passed over. Brother, can you afford to take the chances? No, you cannot. Therefore shun it as you would the most poisonous reptile. Shun the man who deals in this vile stuff, and lend a helping hand to the poor or unfortunate being who is so *foolish* as to drink it. Dear friend, I did not intend to write a temperance lecture when I commenced this epistle, but when I think of the thing it makes my blood boil. Therefore I must give it vent.

I want to say a word in regard to our license bill. * I see some of our brothers do not take to it kindly. Why? I am sure I cannot see why, for it seems to me should they look into it as they ought, they can see many good points and perhaps some poor ones, (I fail to see the poor ones.) First, what is its object? As I understand it, its object is to raise the standard of conductors, or, in other words, to have none but *first-class* men in our ranks. And I cannot for my life see how a thoroughly *first-class* man can object to its provisions. I can readily see why a second-class man would object. He is afraid he cannot get a license; he knows he is not competent to run a train, and he is afraid when the Board of Examiners, composed of *old conductors*, weigh him in the balance, he will be found wanting, and must step down and out to make room for the *first-class brakeman*, who stands ready to fill the gap. With these facts in view, I cannot see why *first-class* brakemen should oppose it, for I am sure no better recommendation could be had than a license to act as conductor. Any superintendent would know at once that he must be qualified or he could not get possession of such a document. I cannot see why *any* law that throws out the dross and retains the gold should be opposed. Some contend it will bring politics into our Order. I would ask, how? I contend it will put politics *out* of our business. I know of instances where men have been put on to trains as conductors who never ran a mile on a train in any capacity until put in charge. I ask, can this be done under the license system? Can any such political wire-pulling be done? *I rather guess not.* Every candidate must act as brakeman on freight train two years before his application for license can or will be considered. It don't see much funny business about that. I think employes will get the preference. I don't think our political friend will take the chance on freight trains. Therefore, I say, I cannot see why brakemen can afford to oppose it, even a *little bit*. There is not a doubt in my mind, should this bill become a law, everybody would be the gainer. Why? The roads would have better men; the public would have more confidence; better men would try to get work on the roads; the standard would advance with mighty strides; the railroads would soon find that they *had better men*, men who worked for their interests, men who believed the interests of employer and employe were identical. And when this condition of things became known, the roads would feel that they could afford to pay such men more money, for such men save the company more money every day than a second-class man would save in a life-time.

Brothers, do not kick against the best thing for all concerned. Look into it first. Understand it well, for when you do so I am sure you will not kick.

With best wishes for our license bill and all divisions of our Order,

I am yours truly in P. F.,

N. E. D.

LUDLON STATION, Jan. 8, 1888.

EDITOR MONTHLY:—The second annual ball of the O. R. C. Cincinnati Division No. 107, was held on Dec. 29, at Dexter hall, and was unquestionably the finest ball ever attended in Cincinnati. At 10 o'clock p. m. the waltz welcome by Prof. Welber's band. We have no hesitation in saying that it was the finest music ever given at any ball. The ball room was crowded by the members of Cincinnati Division No. 107, their wives, daughters and friends. The scene was most striking and brilliant. The company enjoyed themselves thor-

oughly, and the arrangements were first-class in every particular and reflected great credit on the efforts of the committee. There was not a single error committed during the evening, and no pains were spared to make the occasion a complete success. At 1 o'clock the guests—lagraice, hungry and thirsty, across the street to the dining hall where they enjoyed one of the finest suppers ever spread in Cincinnati. We noticed in addition to the regular staff of waiters our genial and energetic friend, M. F. McCarty, was active around the tables, especially with the turkey and roast sirloin beef. Ah, there, Mc., the turkey and roast sirloin beef did not stay on the table.

Dancing was resumed at 2 o'clock a. m. and carried on with great spirit and vigor until the morning light dispersed the happy dancers. We most heartily congratulate the various committees on the grand result of their united efforts, and they may well feel proud of their achievements on the occasion of their second annual ball.

The following are the various committees: Committee of arrangements—P. Callahan, J. A. Conly, John Devening, Wm. M. Taliaferro, M. Sexton, F. E. Mattack, R. F. Marshall, Taylor Bowers, Jerry Leahy, John Cook, L. A. Barber, Geo. Ross.

Floor managers—John A. Conly, Chief; R. F. Marshall, Wm. M. Taliaferro, assistants chief; Jas. A. Keely, Thos. Maher, Jas. B. Carlin, P. McGinty, R. Gabriel.

Executive committee—W. P. Harper, W. H. Crout, Thos. McLaughlin.

BALL NOTES

W. P. Harper, Thos. McLaughlin and J. A. Conley did lots of valuable work both before and during the ball.

Wm. M. Taliaferro was an able worker at the ball.

M. Walsh, Superintendent of Bridges of C., N. O. & T. P., lent dignity to the occasion and was gladly welcomed by his numerous friends.

Brother Leahy was having a good time to all appearance.

Engineer Ed. Buck was among the guests and he fully enjoyed the fun. Look out for the lamp-post, Ed., there is danger ahead.

Thanks to P. Callahan, General Roadmaster, for the convenience of the special coach for the Ludlom party. It was duly appreciated by them.

Yours in P. F.,

F. E. M.

DALLAS, Texas, Jan. 24, 1888.

EDITOR MONTHLY—As a subscriber of the MONTHLY and a member of the Order, I take great interest in matters pertaining to our fraternity. While I am over one thousand miles from the division of my membership, I take no less interest in matters pertaining to our Order.

The MONTHLY comes to me regularly each month—a journal well worthy the patronage of every member of the Order. This can be brought about by each division selecting a canvasser that will see each member at such times most suitable. It is not the amount of money involved as lack of interest in the Order and its work.

There is before the public and our Order a matter of great importance: that is the bill before Congress to enact a law to license conductors.

Before speaking of the law, I wish to say I have just received (Jan. 18) a copy of the proceedings of the Grand Division, held in New Orleans last May. It has been tardy in its arrival, but was glad to receive it. In looking over the list of delegates in attendance, was pleased to find some that I had taken by the hand in other gatherings of like nature and on excursions, to-wit: San Francisco, Atlanta, New Orleans and the Northwest. It is pleasant to think of these past reunions, with a desire that we may meet again; if not in this life, we may in the Great Beyond.

In looking over the proceedings of the annual meeting, I desire to congratulate the Grand Officers in their able reports and wise suggestions, showing study and great interest in the work.

In this letter I wish to speak of the license bill, which, to my mind, is a movement of very great importance, not only to our Order, but to the traveling public. As a conductor of sixteen years' experience, and having held higher positions of trust, I can speak knowingly. The position of conductor is one of

grave responsibility that the majority little realize, yet it is no less a fact. We need the law, put in full force, with vigor. We want only men of the highest standard in charge of railway trains; men of strictly temperate habits, *off* duty as well as when in charge of trains. The day has come when we must shun the very appearance of evil. By all means, brothers, keep out of saloons; a man is disgraced by going in one.

Get yourselves in readiness for the license, for its coming. The public wants it; railway companies desire it, and conductors of ability and good habits can't be against it. It raises the standard of the profession greatly.

If you will pardon me I would like to speak of some clauses of the bill to my mind might be made better. In section 8 a clause reads, "No license shall be issued to a conductor unless the applicant be recommended by three licensed conductors," after July, 1889. I think the examiners are qualified to decide as to a man's ability without the three names of licensed men. Again, section 11 says, "and shall upon request of any passenger upon his railway train exhibit such license." This would cause a conductor no little trouble when taking up tickets in a crowded train of several coaches to find a dozen or more who will not surrender their tickets until the conductor shows his license—a chance for an evil person to cause trouble. Better have it in shape of a button with the word "license" engraved thereon. Again in section 13 it reads in the last clause, "and license such conductors to the class to which they are found upon such examination to belong." This makes two classes. When it takes a first-class conductor to successfully run a freight train on a trunk road on a single track, what will a man with a second-class license do? Again, why limit the life of a license to one year and a high fee? This will create a hardship to some.

Brothers, pardon me if I have criticized this matter of license too close. As a member of the Order I have the good of all at heart, and what I say is for the interest of all concerned.

I am advised that the division where my membership is, hold their meetings regularly twice each month, with good attendance, having a list of active officers well versed in the work.

I trust if this meets the eye of any of my beloved brothers, they may kindly remember their brother so far away, if only when the roll is called, and no response to my name.

Yours in P. F.,
C. H. BRIGGS,
Division 103.

TOPEKA, Kas., Feb. 11, 1888.

BRO. BENSON—A lovely Sunday morning and sitting in my front room looking over the city of Topeka, thinking of what brother had to go out and away from home; whether I would go out in his place. Conclude I prefer staying where I am. I felt somewhat inspired, but not in a mood to compose, as you will discover before you are through with this.

You deserve censuring as one of our correspondents. Have you filled that office to the best of your ability?

I see in the last MONTHLY that C. H. B., (I suppose Brother Borthman) has opened up and has done well for the first time. Hope this is not the last from him.

You must not let a month go by without our division being represented in the MONTHLY. At our last meeting this correspondence was talked about very strongly, and it was proposed that each brother and his wife (if he had one) was to write to you and Brother B. to assist in this work. I am trying very hard to get every brother interested, and think it is every brother's duty to even put himself to some trouble to attend division meetings more regularly.

In the last month I have done our division some good. Have been the means of influencing the brothers to change halls, and that was not hard to do, but had to bring a good deal of influence to get the hall I wanted. Being a comrade of Lincoln Post No. 1, G. A. R., I enlisted Brothers Fellows and Cary, and they were mustered in; this was quite a help.

I am enlisting officer, and want all brothers that were soldiers to join us. I was appointed a committee on hall, and asked Brother Cary to assist. Brother

Cary has gone to California for his health. At the last meeting I received power to act Brother Ramsour in place of Brother Cary.

We have changed our division room to Lincoln Post No. 1, G. A. R., over 118 East Sixth street, from a dark, winding stairway and gloomy hall to a straight, light stairway, one flight, into one of the most cheerful halls in the west; well furnished, walls decorated with battle and prison scenery, corps badges, records, pictures of our greatest men, &c.,—all beneficial, instructive, cheerful and pleasant.

Brothers Ramsour, Fellows and Fulton helped move yesterday. A bulletin notice has been put up in the A., T. & S. F. and C., R. I. & P. offices, and I will have it in all our papers to-morrow, and enjoin on every brother to circulate the good news, and we want a full attendance, (visiting brothers included) at all meetings on the 1st and 3d Sundays of every month.

Our first annual ball on the 22d of December was a success. Our finances are first-class. Now to the front; we will not follow any longer, but run the first section.

Allow me to refer you to the February MONTHLY, commencing on page 84 to 87 conclusive—three letters from Alamo Division No. 59, Texarkana, Texas. The brother certainly was inspired with good thoughts and put them before us. I endorse the brother's sentiments to a letter.

As we have arrived at this station, I hear the welcome call, "twenty minutes for dinner." Time is up and I must go, hoping you, too, will receive a square dinner to-day.

Yours in P. F.,
D. I. FURBECK, Box 306.

EDITOR MONTHLY:—I send you a clipping from Every Evening, published at Wilmington, Del., describing a most delightful and enjoyable trip:

Washington Division No. 224, Order of Railway Conductors, took a jolly party of invited guests, representing the divisions located at Philadelphia and Camden, N. J., on a delightful excursion to Old Point Comfort on Sunday. The party, numbering in all about fifty, left Broad street station, Philadelphia, at 11:20 p. m. on Saturday and Wilmington at 12:05 o'clock Sunday morning, making a quick run through the peach districts of southern Delaware and the truck farmers of eastern Maryland to Cape Charles, a distance of 130 miles. The excursionists, who were made royally comfortable in Pullman sleeper No. 161, generously furnished by the Pennsylvania Railroad Company for the occasion, and the hours were pleasantly passed until the time of arrival at Cape Charles, where transfers were made to the stanch steamer Old Point Comfort, for the sail of eighteen miles across the bay to the Point. Breakfast was served on the steamer, so that when the landing at the foot of the ramparts of the grim old Fortress Monroe was reached the party was ready to engage in a day of sight seeing.

Under the careful guidance of J. B. Book, and the committee of arrangements of Division No. 224, the fort was inspected from parade ground to bomb-proof; the at one time prison house of Jefferson Davis being looked into, and the dress parade of the garrison that "holds the fort" was witnessed. The soldiers' memorial home was visited, where at the present time 2,140 of the disabled veterans of the armies of the United States are quartered and tenderly cared for, all their wants being ministered to in a spirit at once generous, delicate and most considerate. The ancient town of Hampton, settled over two centuries ago, was thoroughly explored, as was also the old brick church, a historic landmark, built with materials brought from England. The Indian Homes, where the wild wards of the nation are educated to be intelligent and civilized citizens of the republic, was also a point of interest. An old soldier, whose bearing was thoroughly military, guided the visitors through the buildings and grounds of the Soldiers' Home, making the tour of double interest by his vivid description. The reading room and library, attached to the institution, where there are at present nearly 6,000 volumes, and at the tables and desks in which were seated the grizzled veterans reading politics, news, or something more sentimental, attracted great attention.

The excursionists were entertained in fine style by their hosts at the Hy-

genia Hotel, and left Old Point Comfort for home at 7:30 p. m., reaching Philadelphia after a pleasant but uneventful return trip at 5:20 o'clock Monday morning. The visitors expressed themselves as highly pleased with their trip, and were loud in their praises of their entertainers and their entertainment by Wilmington Division, No. 224. The stay of the party at Old Point Comfort was made additionally pleasant by the genial presence of A. J. Monnahan, trainmaster of the N. Y., P. & N. Railroad. The thanks of all the boys are due to the Pennsylvania Railroad Company for favors.

The following is a list of those who participated in the trip: J. B. Book, J. F. Baldwin, A. B. Dance, F. J. Boyland, Wilson Pierce, J. F. Hawkins, W. J. Johnson, I. T. Parker, Lem Hitch, J. M. Young, J. H. Warfield, I. M. Cohen, J. Workman, W. H. Morris, J. G. Williamson, C. E. Spencer, J. T. Layfield, S. L. Parker, A. Mahoney, H. V. Eason, B. F. Barker, H. O'Neill, J. Fleming, of Wilmington Division No. 224, C. Wolfinger, D. Dampman, D. Schoeh, J. Knouff, J. A. Oldham, F. Hoovan, of Quaker City Division No. 207; L. E. Sheppard, F. C. Simkins, E. G. Blalldsell, J. P. Anker, C. W. Sutton, J. S. Mekesom, A. L. Sparks, of Camden Division No. 170; W. H. Robinson, T. J. Meekins, J. A. Reilly, E. Bossart, A. Hughes, R. Tomlinson, of West Philadelphia Division No. 162; J. Mewshaw, of Baltimore Division No. 5."

The weather was excellent, the water calm, and the road in good condition, all forcing us to the conclusion that nature and the Pennsylvania Railway Co. and the Pullman palace cars and Wilmington Division No. 224 had taken secret counsel together to make the journey one never to be forgotten. However this may be, certain it is that nothing whatever occurred to mar the pleasure of the visit, and the boys were extremely happy to have an opportunity of visiting, under such favorable and pleasant circumstances (many for the first time) the scene of not only that most significant naval battle of the civil war in America, but altogether unprecedented in the annals of ocean warfare in any country or age: The tremendous conflict between Merimac and the Monitor in Hampton Roads on Sunday, March 9th, 1862, which revolutionized naval warfare. Language is inadequate to express the emotions of the heart, while standing near the place where the battle was fought, and looking toward Newport, reflecting on the event and the possible changes in the national party, had the result of that event been different. Another point of almost national interest visited and described by the Every Evening correspondent, was Fortress Monroe, situated on the north side of the channel, defending Hampton Roads, Norfolk and the Gasport navy yards. The fort contains besides barracks for soldiers and store-houses, a U. S. school of artillery, an arsenal, a chapel and other buildings, which covers eighty acres of ground. It is an irregular hexagon in shape surrounded by a tide water moat or ditch eight to ten feet in depth. There is no other fort in this country like it.

The Soldiers' Home which has been so ably described in our "clipping" was visited but does not need any words of commendation from me. It has been so fairly represented that I will not attempt to add to it. The Indian training school, or rather the Hampton Normal and Agricultural Institute, for instruction of negroes and Indians, was also visited. This institution is situated on Hampton creek, two and a half miles from Fortress Monroe, and has an estate of 190 acres, and it is neither a college or university, but a school adapted to the immediate needs of those whom they teach. They have several large buildings which contain recitation rooms, a large chapel, sleeping apartments, students' dining hall, laundries, kitchen, printing press, knitting room, etc.; but my article is already too long. Go see it yourself and I hope yours will be as pleasant as ours.

Yours in P. F.,

J. S. MEWSHAW,
Collins Div. No. 5.

ROME, Ga., Feb. 12, 1888.

Special session of Grand Division opened at 11:55 a. m., with the following officers:

J. H. Latimer, C. C.; S. L. Vandiver, A. C. C.; C. F. Morgan, Jr. C.; J. M. Allame, Sr. C.; W. N. Johnson, Sec.; A. J. Slaton, I. S.; G. R. Gibson, O. S.

After regular business dispensed with the question of obligating the appli-

cants of this division at Rome was brought up and members of the Order were asked whether they had any objections to any of the applicants as charter members of this division. Brother Morgan and Brother Popham stated that they knew all of the applicants and knew them to be worthy to become members of the Order, after which the C. C. instructed the Sr. and Jr. conductors to have the applicants come forward and take the obligation which they did in due form. The applicants were: Brother Popham, Brother C. A. Willis, Brother F. F. Starr, Brother M. F. Chastine, Brother I. S. Morgan, all of Division No. 139. The above brothers being members of Division 139, and desiring to become charter members of this division being organized at Rome, Ga., having asked for withdrawal cards from Division No. 138. Others present for taking the obligation and becoming charter members of this division were: S. W. Pettis, H. B. Moody, J. W. Teagur, R. N. Hanis. After the applicants had taken the obligations our C. C. in a very impressive manner instructed the candidates on the Ritual and his duties as a brother of the Order of Railway Conductors. After which the Grand Division took a recess from 1:30 p. m. to 5 p. m. for dinner.

Division was called to order at 5:12 p. m. with some changes. R. G. DeTreville, A. C. C. and T. Y. Whitehall, J. S. Mr H. Hill one of the charter members not being present at the morning session, but being present at the evening, he was duly initiated and promoted into the mysteries of the Order. After which the election of officers was in order. Brother Starr being nominated and the secretary was notified to cast the ballot for C. C. Brother Starr received ten votes, duly elected C. C. of this division. Brother Moorly and Brother Morgan being nominated for A. C. C., Brother Moorly receiving the majority of votes was duly elected A. C. C. Brother R. N. Hanis was nominated Sec. and Treas., and it was moved and seconded that Brother Hanis be elected by acclamation, and he was duly and constitutionally elected. Brother I. S. Morgan and Brother Teagur was nominated for Sr. C., Bro. Teagur received a majority of the votes was duly elected. Brother I. S. Morgan nominated for Jr. C. was duly elected by acclamation as Jr. C. Brother Pettis and Brother Willis was nominated for O. S., and Brother Pettis was elected. Brother Chastine was elected I. S. by acclamation. Brother Hanis and Brother I. S. Morgan were nominated as delegate to Grand Division, and Brother Hanis receiving the majority of votes was duly elected to represent this division. Brother Willis was duly elected alternate. For trustees: Brother B. H. Popham, for three years, Brother F. F. Starr for two years, Brother H. C. Hill for one year. It was moved and seconded that the above brothers be elected by acclamation. Carried. This being all the officers of this division each officer was duly installed in their respective offices.

Before installing the officers the question of a name for this division was brought up and the brothers of this division decided to name it Rome Division No. 230, of Rome, Ga.

Brother R. G. DeTreville, of Division No. 180, acted as marshal and duly installed each of the officers. The first installed were: Brother F. F. Starr, C. C.; Brother H. B. Moorly, A. C. C.; Brother R. N. Hanis, S. and T.; Brother I. N. Teagur, Sr. C.; Brother I. S. Morgan, Jr. C.; Brother W. M. Chastine, I. S.; Brother S. W. Pettis, O. S.

Regular meeting second and fourth Sundays at 2 p. m. each month.

Yours in P. F.,

J. H. LATTIMER.

TOPEKA, Kas., Feb. 28, 1888.

EDITOR MONTHLY:—I am ashamed of myself after being put in the responsible position of correspondent from the part of the C. K. & N. R. R. (Rock Island route) which I have the honor of running over as a railway conductor to have other brothers punch me up to the sense of duty. That is right, Brother Furbeck, I am glad to see you after us; keep poking on the gad and when the race is over we cannot say we did not do our best to help the glorious cause along.

I will have to brag a little on our road. I think we have the making of one of the best roads in the country. Of course our road is as yet an infant but it is a large sized infant and growing fast. We have at the head of the road good, kind, and obliging officials. Men who know that a poor conductor is not

a machine or infallible and are always ready to listen to both sides of a story. And as to our conductors, we have as good a lot of men as ever tramped through the mud to get the check of a train, and among them are some of the handsomest men you ever saw, starting at John Matt Clark, Esq., not handsome but lovely, and a perfect charmer. There is Phillip Grassell,—he was a beauty until he got to looking like one other that says, "How ugly I can look." That knocked Phillip out. I must not neglect mentioning the rest of the passenger conductors. They are not so good looking, but are the right kind of men in the right place, always ready to do anything to help cheer the weary traveler on his way, also ready to help the Order whenever the chance makes itself known. There are Brothers Gilmore, Hale and Clark, on the night run on the First Division. There is Grassell and Scott and Brother Morton on the day run. Brother Morton has just returned from a trip south. Billy left us looking quite thin but returns looking much better. We are all glad to see him among us again, and hope his health will remain good.

Well, brothers, some of you may say, who is that inflated fellow from Topeka Division No. 179. Well, I am the wood-be alderman from the first ward, not a boodle alderman, for I never got the office. I am the Hibernian that was duped to think a dentist was painless and after losing two inches of jaw bone, sat for hours trying to believe in faith cure. No pain, but imagination. Oh, have mercy on the faith cure and the poor dentist in the world to come. Bros., if you have to deal with this kind of people tell them to strap you to the chair for when Mr. Dentist couples on and snorts to back up with the inside of your mouth, how much more faith you can have if you know you are fast and cannot follow.

Well, I must stop, and not try and tell all of my own business, for I hate to hear a man tell more than he knows. I would like to hear from Division No. 62. I will try and give more news next time about business on the road for I have not had a chance to post myself for several weeks.

Yours in P. F.,

M. N. B.

HARRISBURG, Feb. 11, 1888.

EDITOR MONTHLY:—Believing that a few notes from the Keystone state may, perhaps, interest some of your readers, I send the following.

On December 18, at a regular stated meeting we elected and installed the following officers for the ensuing year:

A. H. Eastright, Chief Conductor; J. C. Kauffman, Assistant Chief Conductor; Fitch K. Middough, Secretary and Treasurer; Wm. H. Smith, Senior Conductor; George W. Stahler, Junior Conductor; Wm. Updegraph, Inside Sentinel, Peter Rhoads, Outside Guard.

Division Committee—John Stutzman, Wm. B. Gibbins and Samuel Keller.

Representative to Grand Division—John Stutzman.

Correspondent to the MONTHLY—J. C. Kauffman.

Our ball which was held on Dec. 26, was a grand success. We have good reason to congratulate ourselves on this, our second ball; not only was it a success socially, and it has been universally conceded to have been the finest of the season in respect to decorations, music, etc., but also financially, which is a very important item. Brother John Shultz, one of our oldest conductors, and lady led the grand march, followed by over 200 couples. The following are the gentlemen to whose earnest and untiring efforts Dauphin Division is so much indebted for the success of the ball: Master of ceremonies, Frank Gemperling; committee of arrangements, Wm. H. Updegraph, Geo. McCanna, Harry Hampton, David Quay, Chas. C. Duncan and J. C. Kauffman. The prize offered to the member selling the largest number of tickets, consisting of an Order Emblem, was won by J. B. Kauffman, he having disposed of forty-five.

We are very glad to know that the license bill introduced into congress, and referred by the committee on labor to a sub-committee, was reported adversely. There was any number of objections to the bill, and very few points in its favor. One thing I might state, and that is in course of time it would have been used as a political weapon, and politics must be kept out of the Order. And then, too, there would have been a great deal of expense incurred by the board of examiners who would have been supported by us. One of the correspondents

of the MONTHLY, citing a probable case if classification had been used, said if three or four men applied to the superintendent with three or four different licenses, he would choose the one whose license called for the least pay. It would be very short sighted policy for a superintendent to do so, as it would seem to every thinking man that the man who is skilled in his profession is the man who is most to be trusted, and who might save his employers thousands of dollars for the few extra hundred he would be paid above an incompetent man. There is no profession which demands "first class" men more imperatively than that of the railroad man in these days of rapid transportation, and the only way to reduce the minimum of accidents is to increase the maximum of precautions. First-class labor calls for first-class wages, and that is a great incentive towards perfection.

Our present location is hardly adequate for us, and we decided to change. The committee appointed to secure a new hall made a report at our last meeting and we are going to occupy the rooms above the Merchants' bank, corner of Third and Cumberland, and to which place we shall be pleased to see any brother who may come to the Capital City, and to whom we will give a hearty and sincere welcome.

Yours in P. F.,
J. C. KAUFFMAN,
Dauphin Division No. 143.

WILKESBARRE, Pa., Jan. 10, 1888.

EDITOR MONTHLY:—As I have not seen anything in the MONTHLY from Division No. 160, I will endeavor to give you a few items myself. As this is my first effort you must excuse all mistakes.

Wyoming Valley Division No. 160 was organized November 30th, 1884, with twenty-eight charter members. From that time to the present date it has grown to a membership of sixty-eight, which are employed in various positions on several railways that center in our locality. Some are also engaged in the confectionary and cigar business, also selling fish and oysters in season. A great many of the brothers are engaged on the second and fourth Sundays of each month in some important business as they are not seen in the division room where they should be.

We have connected with our division an indemnity fund from which we pay each and every brother \$5.00 a week during his sickness or disability. As our dues are only \$4.00 a year, we find it very difficult to keep this fund up. We have been giving annual balls to keep the fund up, and this year we had a lot of coupon tickets printed and distributed among all the divisions that was organized at that time, the price of tickets was 25 cents and gave the purchaser a chance on articles to the value of \$142.00. Some of the divisions took up the matter and did nobly for us, and others did not make any reply at all; but we realized quite a nice sum through it, and we thank all brothers for what they have done. The drawing was to have taken effect on Dec. 25th, but owing to the number of tickets coming in at that date it was postponed until Jan. 8th, at which time it took effect, the result being as follows:

- L. Keene, from Alexandria Va., office badge.
- J. Downie, Roodhouse, Ills., writing desk.
- R. Bycraft, Ashtabula, Ohio, division banner.
- J. H. Carner, Montgomery, Va., charter frame.
- C. H. Wilkins, Chicago, Ills., O. R. C. badge.
- G. H. Blain, Sunbury, Pa., silver watch.
- H. F. Shure, Sunbury, Pa., nickle lantern.
- Geo. Dewey, Baltimore., Md., fountain pen.

These articles will all be sent to the above named except the writing desk and charter frame which we will send a check for their value as printed on the tickets purchased. We would be very much pleased to have the brothers who drew these prizes give their opinions of them through the MONTHLY for the benefit of the brothers who purchased and those who did not. Brothers, I think this would be a much better plan than sending out circulars among the different divisions for aid, for a brother who is in distress as some brothers are very sensitive and do not like to have their names published and distributed among other divisions asking for charity. I will leave this subject for older heads than mine to discuss, as I am thinking very seriously of what our license

bill is going to bring forth, and it takes all my spare time. Perhaps it will take some of my valuable time in the near future. Time will tell.

I remain yours in P. F.,

J. H. K.

BY REQUEST DIV. 26.

TOLEDO, Ohio, Feb. 11, 1888.

Morford Division No. 26, O. R. C.,

DEAR FRIENDS:—I truly feel how utterly impossible it is for me to express all the gratitude I feel for all of you for what you have done for me and mine. It has been a long, dark road we have been traveling for the last two years, and but for your kindness in coming to our assistance as you have, I do not know what we would have done. As to my husband, I feel sure he was worthy of all you have done for him, and how we appreciated it all none but He who seeth all things know. That we were a great burden to the Order I know too well, but it was our misfortune rather than our fault. And finally, your last acts of kindness, the honor, the brotherly love bestowed upon my husband, the sympathy extended to me, were greater and more kindly given than ever before. Again I say thanks, and may God bless you all, and when the trying hour comes to you may the same kindness be extended to you that you have ever given us.

You will ever be kindly remembered by

MRS. JAS. H. MOORE.

CLEVELAND, Feb. 11, 1888.

EDITOR MONTHLY:—Again has the grim visage of death entered the portals of our earthly palace and ruthlessly torn asunder the chain of perpetual friendship, and another of the bright links that bind us so firmly together has received the summons to appear before the G. C. C. of the universe and been sentenced to definite suspension from earthly labor. For the second time in less than six months have we been called to the death bed of a brother who after a short but sure indisposition calmly and peacefully passed away to again mingle with the mother dust.

The subject of my sketch is our late brother, Madson Mahan, who was 34 years old and leaves a widow who deeply feels the loss of a kind husband, and right here I wish to call the attention of our brothers to the fact of how uncertain is our earthly existence and how true are these words: In the midst of life we are in death. And how necessary it is that we make due preparations for those dear ones we leave behind and for ourselves in the world to come. Now, the lesson I wish to convey is this: our late brother, kind and affectionate husband, is one more sample of the old adage of locking the stable after the horse has been stolen. He failed to take advantage of the opportunity of providing for a small competency for his loving and devoted wife, and as a consequence she is \$2,000 poorer than she would have been had the late brother been insured.

And now I wish to say a few words to the six or seven hundred brothers who do not belong to the Insurance Department. If you have plenty of risks, all right, but for the sake of the dear ones you love better than anything on this earth, (as the boys say) get a move on you and take \$2500 worth of O. R. C. insurance for we know not whose turn is next or how soon it will come. Our late brother was to all appearances in the enjoyment of excellent health and went on duty as usual on Friday morning, Feb. 3d, but was obliged to return home the same day and lie down never to rise again on earth, and after a brief four and a half days illness closed his eyes in immortality and entered upon the journey to that land from which no traveler returns. So again I say, brothers, listen to the plaintive appeals of your loved ones and do what is in the power of every brother to do. Take the insurance and give them \$2,500 worth of earthly protection. The disease that carried our late brother so swiftly away was pneumonia. He was running local freight on the Cleveland & Canton railway. His residence was at Jamestown, Pa., whither his remains were taken.

Yours in P. F.,

LAW.

HORNELLSVILLE, N. Y., Feb. 25, 1888.

EDITOR MONTHLY—Hornellsville, N. Y., is a wonderful little city of 13,000 inhabitants, situated in as beautiful and fertile a valley as you can find in many a days' travel; 336 miles from New York city, 91 from Buffalo, and in the county of Steuben, the N. Y., L. E. & W. railway running from east to west through the county. Steuben county was named after Baron Steuben, who was a German by birth, who came to this country in 1777, and fought side by side with our noble Washington for liberty and our native land.

Hornellsville, Steuben county, is quite noted on account of many divisions of the O. R. C. being started here.

The first division organized here in 1869. It had an existence but a short time and died a natural death. It was the third division in the Order at that time. It was reorganized under its old charter and number about 1877; maintained its existence for but two short years and surrendered its charter, never to be resurrected again. But for all that there were a few tried and true men left, and Division No. 28 was organized here in 1882. But alas, that survived but one year, and passed away like the former ones, to be known no more forever, surrendering its charter, some members joining No. 2 at Buffalo, and some No. 9 at Elmira.

Hornellsville has seen three divisions spring into existence and depart again for reasons unknown to the writer of this.

Lo and behold, six years have passed and gone since the last vital spark has gone out from Division No. 28, but there is seed enough left, for after a light dew and refreshing shower, up springs another division which is christened Steuben Division No. 225, organized Oct. 17, 1887, by our worthy brother, Wm. Morris, Chairman of the State Executive Committee. This same Division No. 225 I sat down to write about, but nearly forgot my subject.

Steuben is a wonderful county; Hornellsville a delightful city. This winter a new railroad has been built from here to connect with the finest trunk railroad running through this country—the Delaware, Lackawana & Western. We now do not depend on the Erie railway, whose trains are invariably late, its side-tracks filled with loaded cars and no power to haul them, all on account of no practical brains to control and manage.; a college-educated manager, who, it is said, remarked when he took charge of the road as vice president and manager, "The Erie road is stocked with gray hairs and cripples." The most of the gray hairs and cripples, with practical experience, have been dismissed; and young, inexperienced blood have been brought into the service, in many cases as ignorant of the railway service as the inexperienced college-educated manager, who condemns a man because he has brains and gray hairs. How long will the railroad commission sit still at Albany and not look into this dangerous manner of running a road? I presume while the State pays them \$8,000 a year to know nothing and do nothing.

But I digress. The subject on my mind was Division 225. As I stated before, it was organized Oct. 17, 1887, with 15 charter members; paid all expenses, Grand dues included, to the 1st of January, 1893, and have now \$155 in our treasury, Division No. 9 giving us \$30 towards procuring our charter. Since its organization nine old members from Elmira Division No. 9 have come in by card; ten have joined by petition, and six now to be acted on.

I predict a prosperous future for our division. Some have predicted otherwise, and thought a division could not live here and this would share the same fate as the former ones. But no, that cannot be. Brother Wheaton, if you had been with me at Brother Arthur Ingram's last Tuesday night, you would exclaim that Division No. 225 cannot help but prosper. The wives and daughters of the members of Division 225 say it must and shall succeed.

They provide a banquet once a month and the proceeds goes into the division treasury. At Brother Ingham's I sat down to as elegant a banquet as it has ever been my lot to behold, from 7 p. m. till 11 p. m. Some 200 partook of this elegant supper. The splendid time all enjoyed is indescribable, surrounded by the intelligent and beautiful wives and daughters of our noble brothers of Division 225. God bless them; may their pathway through this life be ever strewn with flowers is the sincere wish of

Yours truly in P. F.,
H. HURTY.

EDITORIAL.

THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor*.

E. B. COMAN,

W. P. DANIELS,

H. HURTY,

W. SEARS, *Associate Editors*

THE MONUMENT.

Some time ago Division No. 177 issued a circular to all divisions asking them to contribute \$3 each toward a fund to be used in placing a monument at the grave of our late brother, Past Grand Chief A. G. Black, first Grand Chief of the Order, and we are informed that but a small amount has been raised so far. This is a matter that should appeal somewhat to our pride as an Order, and we should certainly feel enough interest in the matter to contribute promptly to the object. Let every division take this matter up and discuss it at their next regular meeting, and send in your contributions to Brother R. S. Kaylor, Alliance, Ohio.

AMENDMENTS.

Our column set apart for changes in the law is vacant. We have a suggestion, in regard to electing Grand Officers by full vote of the Order, that can never be brought into active operation, for the simple reason that no one can be an officer in a body that he is not a member of. Also, one to reduce the salary of Grand Secretary to \$1,500 per year. Neither are in shape of amendments. As to the latter the writer states that he should not receive more for setting in a comfortable office than conductors receive for their services. The usual basis of salary of any man who is to handle money is two per cent. of the amount he is to be held responsible for, and the salary of our Grand Secretary last year would have been \$5,250 if figured on this basis, and we are led to ask how many who are competent to perform the duties can be found that will assume the duties and come responsible for the salary of \$1,500 and furnish the required bond with the North American Guarantee Company?

OUR ORDER.

Although many times referred to in these columns, and spoken of publicly, there still seems to be a misunderstanding as to the position of the Order on the question which is agitating all circles to-day, namely: "Strikes." While it is generally known that we are opposed to them, it is not as well known that we are to-day the only non-striking organization of railway employes in the country. And while all others are, by their statements at least, opposed to strikes, yet they do not come to the line of non-striking, in the Order sense. We have been asked the reason, many times, and we shall not at this time endeavor to give one hundredth part of the reasons why we have taken this position. One of the tenets of the Order is, that "right wrongs no one." We recognize that every one in this country, governed as it is by the broadest and most liberal constitution and laws, have and should enjoy the free exercise of individual rights. And we of the Order fail to see wherein, legally, can be derived the right of one man to interfere in the business of another. Any man, under our law, has the right to invest his capital, or labor, (which is the laboring man's capital) whenever and wherever he desires, as long as the contract is satisfactory alike to both parties concerned. We fail to find anything in our laws, or in even good judgment, which compels a citizen of the United States to make a contract with any other citizen; much less to compel that citizen to accept the conditions of a contract imposed upon him by force. When any man, or body of men undertake by force to compel others to accede to their demands, or to the terms of a contract which they did not view favorably, they have gone outside of their legitimate rights as citizens of this country; and when any organization assume to be in possession of such a right, they take the form of a dangerous monopoly; and there are but few of our American citizens who are in sympathy with them unless they are directly interested.

While it is undoubtedly true that citizens, either individually or collectively, may withdraw their capital or labor from any enterprise in which they may be interested, it does not follow, and is not true, that the parties so withdrawing has the right to use illegal means to compel those who remain in the business to accede to the terms or conditions of any contract which they may propose. The members of the Order of Railway Conductors are law-abiding citizens. They do not propose to allow themselves to be drawn into complications which may render it necessary for them to use illegal means to accomplish a result however

desirable; and it is a well-known fact, apparent to every man, that a strike without the illegal "boycott" can never be made a success, however right (if such it may be called) may be the cause in which it is inaugurated. We believe it to be a fact, conceded by all, that labor is a commodity. Is it not true that any combination, formed for the purpose of forcing the price of any commodity in this country, should meet with condemnation at the hands of every American citizen? And at this day and age of the world, when we hear so much about "trusts" and "monopolies," is it not peculiar that sympathy should be expressed for one and not for others? We believe it to be true that not one is conducted in the interest of American citizens as a class.

The Order believes that every citizen should receive an equitable share of the proceeds of his investment; it believes that every man should stand alike under the laws; and that his rights as a citizen should be respected; and it also believes that the surest way to secure the respect for that right is to respect the rights of others.

The members of the Order of Railway Conductors object to making themselves slaves to any man, or body of men; and we submit that membership in a striking organization is simply a species of slavery. Any obligation imposed that compels a man to place his liberty of action, at the will of another, certainly curtails his rights as an American citizen, making him the servant of another and subject to his will. A man is found engaged in employment that is remunerative and satisfactory, both to himself and employer; he is getting a better return for his labor than ever before, and is satisfied; but some of his associates are dissatisfied, (and we have never seen the time in railway service when all were satisfied) and the agitation commences, and the result is a general order to "strike." The question presents itself to the man in a different position than ever before. On the one hand, we find a pleasant home, perhaps only partially paid for, a happy and contented wife and loving children, all perfectly satisfied with their lot, a true picture of domestic happiness. On the other, his obligation to obey the orders of some one else, whom he knows full well not to be in sympathy with him or his interests. Yet he must obey and hazard the loss of situation, home, friends, society and everything he holds dear on earth, because the "gang" have got control and he must obey, each member simply taking the form of a piece in a great machine to be operated by a man unknown, who is liable to apply the forces at any moment, and when applied each part must perform its proper functions. Individuality gone, personal interest and responsibility lost entirely in the great rush of the ponderous machine, but there comes a time when it will return with almost crushing force to each and

every member when he must face the responsibility. How will it be then? can appropriately be asked. The calling of men from a profitable employment to an unprofitable idleness is too great a responsibility to be vested in any one man or body of men, and should be avoided by every organization. This situation is not overdrawn. There are hundreds of such pictures in this country to-day; and with these pictures constantly before our eyes, can you wonder that conductors resent the idea of entering into this species of slavery? The Order demands that freedom of thought and action shall be allowed every one of its members; that he as man and citizen has some certain responsibilities of which he is the best judge; and that any rule or law that curtails his right or privilege of using such judgment is wrong. While it may be possible for some men to "put themselves in other places," it is not true in a general sense. What may seem right from my standpoint for another, or our standpoint for another, may not be from others. Hence, we believe that every man should be the custodian of his own interests, and should be left free and unbiased to judge of his own surroundings and circumstances fully under the laws of the country.

A strike of any organization is a public calamity. The stopping of the wheels of industry, or the paralyzing of commerce, are things which we believe should not exist in a free country.

The Order does not believe that one man has the right to jeopardize the business interests of another man; that all men should stand free and equal under the law, and in his citizenship.

Briefly, the Order believes that every man should be a true man, a true citizen, and an honorable man in the community; and we submit that it to-day presents the fairest platform of any organization of men who work for a living that has ever been outlined.

THOMAS J. POTTER.

One by one the Master calls His children home, and though we miss them as they pass away, and some place in life, some place in the busy world is for a moment left unfilled, yet oftentimes to those who are but strangers almost, we give one thought to their position in life. Then the gap is filled. The world moves on just or nearly the same, and save by the intimate and personal friends, he is forgotten. But once in awhile a *great man dies*, and we look among our acquaintances who are left to find some one who can fill his place. Then, as never before, the great

qualities of both his head and heart appear to us as they never could have done in life, and for the first time in our lives, we appreciate the fact we should have fully known long before.

Such a man as this was Thos. J. Potter, a poor and unostentatious boy, with no title but honesty, indomitable will and perseverance. He looked forward with clear and vivid ideas to the day when he might stand at the head of whatever profession seemed best for him to follow. And whether in his fraternal, or in later years his business affairs, all that he desired in the first from a friend, or insisted on from all those who were in his employ in later years, was that they were like himself—honest, loyal and faithful. Coming as he did from the lowest round of the ladder, hurriedly advancing step by step until he reached the very topmost round, yet he never in all his relations with officer or employe, forgot that he, too, was at one time a poor man, striving to reach the end of life in the same road they were traveling; and the greasy mechanic, the begrimed and hard-working freight conductor, even the section hand, if loyal and faithful to their trust, which was also his, were kings even in the success of any railway service in the country.

Only 48 years of age when he died, yet having accomplished the work almost of a century of many a person's life, he dropped by the wayside in the heat of the strife of a busy life, all tired out, ready to go if it be the will of a Higher Power than that of man, yet would have undoubtedly been so glad to have finished the new life work he had just commenced, and above all, lived to comfort and cheer the wife and children who to-day are left behind, recalling oft and oft again the kind and noble deeds of the good man's life, which the outside world knows nothing of, and the love he bore towards them.

In the beautiful stone church, in the city where he lived, they carried him, and gently the friends of his childhood and manhood placed the beautiful casket, his present home or earthly tenement, beneath a forest of costly and beautiful flowers, and as the old church bell tolled the mournful requiem as they bore him away to the train once more, the bell of the engine caught up the refrain, and his friends laid him away in his last resting place in the little city where only a few years ago he started out on the journey of life a poor boy, but just as noble as when he had risen to that position which he occupied only a few days ago. In his death the railway service lost a valuable man, and his dear wife a loving husband, his children a tender and affectionate father, and those who were the most intimate with him were always the strongest friends of T. J. Potter.

E. H. BELKNAP.

MENTIONS.

- Brother J. W. Nitcher, of No. 51, called on March 10.
- Secretary of No. 43 asks for Brother Charles A. Widner, last heard of at Mechanicsville, N. Y.
- Superintendent G. A. Goodale, of the B., C. R. & N., favored us with a pleasant call on the 10th.
- Secretary of No. 3 asks the address of Brothers H. M. Love, F. J. Woodward, S. Fletcher and D. McCallister.
- Brother Bradley, C. C. of Division No. 158, is rapidly improving, and we soon hope to record his complete recovery.
- Brother Ed. Schmitten, of Division No. 78, had the misfortune to have his foot injured March 12. He is now doing well.
- Brother Meade Stilwell has accepted a position as conductor on the Mo. P. railway, and is now located at Osawatomie, Kas.
- Brother Asa Williams, secretary of No. 55, has just recovered from a severe attack of sickness. We are pleased to note his recovery.
- Bro. C. H. Loomis, for a long time the efficient secretary of Division No. 53, is now trainmaster on the Mo. Pac. at Greenville, Texas.
- Brother Crocker, of No. 33, paid us a visit on the 6th. He was enroute for his farm, near Center Point, Iowa, having left the railway service.
- We are in receipt of nice invitations to attend the annual balls of Divisions 92 and 94 and regret that we shall be debarred the pleasure of participating.
- L. H. Grover, of Division No. 155, has gone west to grow up with the country. He is now yardmaster at Austin, Minn., for the C., M. & St. P.
- Brother J. C. Dodge, chief conductor of No. 85, has been appointed acting superintendent of Arizona Division A. & P. R'y. The MONTHLY congratulates.
- Belle Plaine Division No. 228 was organized March 18, by Brother Frank Champlin, of Boone Division No. 34. Report received too late for this issue.
- Brother Robert Turner, of Division No. 123, has been promoted to the superintendency of a branch of the B. & O. railway. The MONTHLY wishes him success.
- Brother Bunnell of No. 14, wants the address of Brothers W. H. Harrison and M. Lucy of his division and they will do well to stand up and answer to their names.
- No better reading for your "kids" from eight to sixteen years of age than the St. Nicholas Magazine, furnished with the MONTHLY for \$3.75, regular price \$4.25.
- We have two volumes of the Railway Conductors' MONTHLY for 1886, handsomely bound in cloth with Russia leather corners and back which are for sale at \$2.75 each.
- The present address of Brother W. Williams. Last heard from in Yale, B. C. If any brothers know, please send to the Secretary and Treasurer of No. 29, Brockville, Ont.
- We are advised of the death of Brother C. S. Pixley, of No. 117, which occurred at St. Barnabas Hospital in Minneapolis. on Jan. 25. His remains were interred at Litchfield, Minn.

—The attention of our readers is called to the change in the advertisement of J. S. Townsend in this issue. Mr. Townsend is thoroughly reliable, and patrons can depend on what he says.

—Saturday, March 17, the C., B. & Q. handled 2,281 cars on the east Iowa division of that line; 997 loaded and 30 empty west, and 697 loaded, 375 empty eastbound. Pretty fair showing for a strike road.

—Brother J. B. Milan, of No. 132, has resigned his position on the D. & R. G., and embarked in the real estate business at Salt Lake, Utah, with flattering prospects. The MONTHLY wishes him success.

—Two division secretaries have kept their accounts correctly. For the year 1888 they have had no statements from the General office and their accounts came out to a cent and their annual reports are correct.

—Brother J. E. Mitchell wants the address of one L. A. Ming, formerly trainmaster on one of the Florida roads and later telegraph operator on the A., T. & S. F. R'y. Brother Mitchell's address is Jeffersonville, Ind.

—Mrs. H. C. Lathrop wishes to return thanks to the members of Division No. 10, O. R. C., for all their kindness during her sad affliction, and for assisting her in getting the insurance. Although somewhat delayed, it is none the less appreciated.

—Nichols Division No. 229 was organized at Reading, March 11, by Brother Herman, Chief Conductor of No. 143, assisted by brothers of 142, 162, 204, 170 and many others. Brother John F. Whitman, 322 N. 5th st., Reading, Pa. No report yet from the deputy.

—We are under obligations to Brother Kilpatrick, of No. 1, for a copy of the proceedings of the tenth annual session of High Court of Independent Order of Foresters of the State of Illinois, of which he is the High Secretary and also Past High Chief Ranger.

—Married, at Corning, N. Y., March 15, Minnie, youngest daughter of Edward Spaulding, to Ben W. Huntley. Brother Huntley is a popular young conductor on the Fall Brook system of railways, and a worthy member of Corning Division 176, O. R. C.

—The failure of the Reading strike is complete. The men have been ordered back to work by the brotherhood, and Corbin declines to employ them. Between Corbin and the union the workingman of that region finds that he must errate.—Chicago Herald.

—The wrecking outfit of the C., B. & Q., at Galesburg, has not been out since Monday, Feb. 27, something never before known in the history of the division, and it certainly shows that the printed reports of accidents on this division, at least, have been sheer fabrications.

—E. D. Carroll and Charley Cross are both running passenger trains on the new Kansas City line of the C., M. & St. P. railway, and E. B. Carr and F. E. Keyser, formerly on the Racine & Southwestern division of the same road, are running gravel trains. All between Ottumwa and Chillicothe.

—The genial chairman of our executive committee made us a visit during the month of March, giving us all a good look-over, and departed eastward on the 10th, presumably in search of "more light." The last words we could distinguish above the roar of the departing train sounded like "whoa, Ada."

—Brother T. C. Jones of Union Division No. 13, and secretary and treasurer of District No. 4, executive committee, presided over Division 189 meeting on Tuesday, Feb. 21, at the Frontier Division. Point Edward. Brother Jones is well posted in division work and showed us how to promote candidates in good style.

—The brothers of No. 30 at North Springfield, Mo., hold their second annual ball on April 4th. We are in receipt of an invitation and must plead, as usual, business prevents attending. Just at present we not only have all the dancing we want to do around the office but manage to keep all the rest busy. We wish them a pleasant and profitable entertainment.

—We are in receipt of six fraternal communications with no name signed to them, and they have found a resting place in our capacious waste-basket. We have been in the habit of trying to find the owner, but have never been successful, and in future overboard they go. So please sign your names or don't censure the editor for the non-appearance of your communications.

—The March number of Wide Awake contains its usual feast of good things for the young folks. It is one of the best publications of its class and whenever it falls into the hands of a youngster, there is no peace for the head of the house until it is a regular visitor. Indeed if paterfamilias himself picks it up, he is likely to become interested. Published by D. Lathrop & Co., Boston.

—Brother John Sweeney, of St. Albans Division No. 14, is reported sick in bed with threats of a hard run of fever. We are sorry for Brother Sweeney, as his happy little home circle has been visited lately with considerable sickness, but pleased to indite all have come about all right, and hope Brother John will appear on the same list in a few days, and be able to attend our next meeting.

—A brakeman writes us from Denver: "I am on the D. & R. G., last one trip last month and yet drew \$83.35, which I consider good wages for a brakeman, and we owe it to the efforts of Divisions 36, 44 and 132 of the Order of Railway Conductors, and yet the Order is the enemy of the brakeman, as some narrow minded and jealous members of the B. of R. R. B. are trying hard to persuade their comrades."

—We are pained to learn of an accident to our old friend and associate Mr. P. L. Pettengill, of the N. C. R., while coupling his engine to a caboose in the yard at the Elmira shops. His hand was caught and so badly mangled that amputation was necessary. Mr. P. is one of the eldest conductors in the employ of that company and it seems too bad that after years of service to meet with such a painful accident. We extend our sincere sympathy.

—Ozark Division No. 30, Order of Railway Conductors, will give a grand ball at North Springfield on April 4, 1888. All divisions are respectfully invited to attend. Brother Coman has been invited to give an opening address and assist in leading the grand march. This will be the grandest affair ever held there, and a good time is anticipated by all. "Come one, come all," and enjoy the hospitalities of the ever-extended hand of brotherly love and perpetual friendship.

—Division No. 24 is blessed in regard to decease among its members, yet there are deaths reported of those who do not belong to the O. R. C., and are just as dear to us, viz.: Two of our worthy brothers, J. C. Donahue and N. Stewart were called to the death of their brothers. The former an engineer on the C. V. railroad for many years, and the latter a clerk in the Bay State Hotel, Worcester, Mass., also many years; both dying very suddenly, which we think very sad. Brother Donahue and Stewart have our sympathy.

—Mr. and Mrs. J. B. Chaplin requests the pleasure of your company at the marriage of their daughter "Willie" to J. H. Kirkland, Wednesday evening, March 28, at 12:30 o'clock, at Lonoke, Ark. Thus reads the neat card that this morning lay on our desk. So Brother Kirkland has at last decided to forsake bachelorhood and enter the ranks of the Benedicts. The MONTHLY and Bro. Kirkland's thousands of friends congratulate. The happy couple will be at home at the Kimball house, Atlanta, Ga., after April 10th.

—Brothers Mars Nobbs and C. A. Pugh, of 126, were in the city a short time ago but did not call. (They will not be excused next time.) They had been east with the remains of Brother Mansfield, of No. 126. We clip the following short account of his death: "While setting brakes, R. S. Mansfield fell on top of a car loaded with agricultural implements, but those who witnessed the incident were not aware at that moment that he was in the least injured. He climbed down, walked back quite a distance, and went into the caboose. After remaining there about five minutes he stepped out on the rear platform and dropped dead. In falling among the implements the unfortunate man must have received very severe internal injuries."

—The secretary and treasurer of Blue Ridge Division No. 184 is no longer a bachelor, having been married March 7, at Elon Church, in Hanover county, Va., by the Rev. J. W. Bledsoe, to Miss M. Capatola, daughter of A. S. and M. E. Beazley, formerly of Caroline county, Va., and later residents of Hanover. The ushers were Dr. H. B. Anderson, F. A. Butler, Jos. M. Stone, of Hanover county; and J. W. Wilson, of Richmond, Va. The ceremony was celebrated at 6 o'clock. The happy couple left on the 6:30 train for Charlottesville, where they will reside.

—Mr. Kennan's Siberian papers, illustrated by M. G. Frost, who accompanied Mr. Kennan on his trip through Asiatic Russia, will begin in the May Century. Their appearance has been deferred on account of the author's desire to group in preliminary paper—the last of which will be in the April Century—on account of the conditions and events in Russia directly related to the exile system. This system is now to be minutely described and elaborately pictured; and by way of preface to the first illustrated paper Mr. Kennan will, in a brief statement, answer the question as to how he came to enter upon his arduous and somewhat perilous investigations, and why he and his companion were accorded such extraordinary facilities by the Russian Government itself. In the April Century Mr. Kennan will write of "The Russian Penal Code."

—Rev. Dr. Fulton's "Why Priests Should Wed" is destined to become the most celebrated book of these times. Our readers will remember the refusal of an old publishing house to print the book, and the comments caused thereby. Its contents, were the book made in the commonest form, and had it been printed in the quietest manner possible, would have attracted world-wide attention, for it is brimful of statements which, if true, should arouse every American to the need of some instantaneous action, and which, if untrue, should condemn Dr. Fulton as one of the worst men who ever wore the robes of a clergyman. But can Dr. Fulton be mistaken? Can he be uttering and printing falsehoods? It would seem as though he must know of the things about which he writes and talks so freely. He has had a career of nearly forty years as a clergyman, and throughout his whole lifetime he has always been esteemed for his fearless denunciations of wrongs and vices. He has a record which can be equalled by but few clergymen now living, and wherever tried he has never been found wanting. He has gone forth from his family, his parish, and his friends to do what he believes to be his specially ordained work, and in spite of the efforts to crush his work and to suppress his book, he seems likely to maintain himself nobly before all the world, and to secure for his book a circulation never before heard of in the annals of book-making.

—THE CLOVER CLUB BANQUET.—The Clover Club of Philadelphia, whose membership is restricted to thirty, and is composed of gentlemen identified with literary pursuits, held its first anniversary dinner at the Bellevue Hotel Thursday evening. In addition to the members there were about seventy invited guests present, among them Senator Hawley, of Connecticut; ex-Govs. Curtin, Pollock and Hartranft, and Salvini, the actor. Mr. M. P. Handy, managing editor of the *Press*, presided. Letters of regret were read from President Arthur, Hon. Jas. G. Blaine, Attorney General Brewster and many others. Col. R. G. Ingersoll wrote as follows: "I regret that it is impossible for me to be in 'clover' with you to-morrow. A wonderful thing is 'clover.' It means honey and cream—that is to say—the industry and contentment—that is to say—the happy bees in perfumed fields, and at the cottage gate 'Old Bos,' the bountiful, serenely chewing satisfaction's cud, in that blessed twilight pause, that like a benediction falls between all toil and sleep. The 'clover' makes me dream of happy hours—of childhood's rosy cheeks—of dimpled babes—of wholesome loving wives—of honest men—of springs and brooks and violets, and all there is of stainless joy in peaceful human life. A wonderful word is Clover! Drop the 'C' and you have the happiest of mankind. Take away the 'C' and 'r' and you have left the only thing that makes a heaven of this dull and barren earth. Cut off the 'r' alone, and there remains a warm, deceitful bud that sweetens breath and keeps the peace in countless homes whose masters frequent clubs. After all, Bolton was right: 'Good hay, sweet hay, hath no fellow.'"—*Baltimore Sun*.

RAILWAY CONDUCTORS' MONTHLY.

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OFFICE OF RAILWAY CONDUCTORS--BENEFIT DEPARTMENT.
56 Third Avenue,

CERT. NO.

Cedar Rapids, Iowa, April 1, 1888.

NOTICE OF ASSESSMENTS NOS. 113, 114 and 115.

Due immediately and Membership forfeited if not paid before May 31 1888.

N. B.—Four benefits paid from surplus.

BENEFITS PAID FROM ASSESSMENTS Nos. 107 and 108.								
Ass't No.	Ben. No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
107	147	T Bluedorn	Dis	T B Bluedorn	Loss of leg	March 15	3599	8
106	148	J Tierney	Dis	J Tierney	Loss of leg	March 15	1099	31
Surp	149	M H VanKuren	Dis	M H VanKur'n	Fall	March 15	1422	104
Surp	150	Mrs E P Graham	Death	J L Graham	Accident	March 15	4784	175
Surp	151	Guard of child'n	Death	L L Halley	Soft'n'g brain	March 22	762	175
Surp	152	Elizabeth Miller	Death	E W Miller	Diphtheria	March 30	5042	73

ASSESSMENTS.

Ass't No.	TO BE PAID TO	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
113	Ella Panches	Death	B C Panches	Phth Pul.	Jan 24	4884	39
114	Walter Halley	Death	Henry Halley	Consumption	Jan 31	3617	190
115	Willard Stevens	Dis	Willard Stevens	Loss of arm	Feb 12	1470	71

Claims for deaths of Bros. West and Davis will be paid from the surplus and this notice INCLUDES EVERY APPROVED CLAIM TO DATE.

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. P. DANIELS, Treasurer

In Memoriam.

Lewis.—Resolutions of condolence held by Baraboo Division No. 68, Feb. 1st:

WHEREAS, Our beloved Brother Frank M. Lewis, has been suddenly taken from our midst by the cruel hand of death; therefore, be it

Resolved, By Baraboo Division No. 68 Order of Railway Conductors, that we deplore in his sad and untimely departure, the loss of a valuable member of our fraternity.

Resolved, That our heart felt sympathies are hereby extended to the bereaved widow and relatives of the deceased.

Resolved, That our charter be draped in mourning for a period of thirty days in token of respect for the deceased.

Resolved, That our thanks be extended to Rev. M. Benson for his eloquent words of consolation, to Supt. Geo. F. Bidwell of Madison Div. and to Frainmaste John H. Hull for their special efforts by which they enabled so many members of the Order to be present at the funeral services; to those ladies who kindly rendered their services to the widow in this her sad affliction, to those ladies also who furnished beautiful floral tributes, and to Mr. F. L. Strong for his kindness in aiding at the funeral.

Resolved, That these resolutions be spread upon the records of our division and a copy be sent to the widow of the deceased as a testimony of our grief and sympathy; also a copy be sent to the CONDUCTORS' MONTHLY.

H. B. MARRILL,
J. R. WHILNEY,
W. B. KENDALL,
Committee.

Pixley, C. S.—Died after a short illness of lung fever at Minneapolis, Jan. 26th, 1888, a charter member of Minneapolis Division No. 117, O. of R. C.

At a regular meeting of Minneapolis Division No. 117, O. of R. C., held Sunday, February 12th, 1888, the following resolutions were adopted:

WHEREAS, It has pleased the All-wise Ruler of the Universe to remove from among us our beloved and worthy brother, C. S. Pixley, be it

Resolved, That by the death of Brother Pixley his mother has lost an affectionate and devoted son, and that the sympathy of this division be extended to the family in this their sad bereavement.

Resolved, That by his death we have lost a worthy and faithful brother; that our charter be draped in mourning for thirty days, and these resolutions be spread upon the minutes of the division, and a copy be forwarded to the family of the deceased; also a copy be sent to the RAILWAY CONDUCTORS MONTHLY for publication.

L. S. HOUGH,
D. G. THOMPSON,
C. W. KYTE,
Committee.

Stewart.—Mr. Frank Stewart of Worcester, Mass., brother of N. Stewart of St. Albans Division No. 24, died very suddenly last week. The deceased was a young man and married but a year and a half, leaving a wife and Brother N. Stewart along with several other brothers to mourn his loss, which will be deeply felt. We don't see how we can better epitomize him than to say he was a confidential trustworthy gentleman. His memory will long live with those who knew his true value and can speak loudest in his praise. At the time of his death he was clerk in the Bay State hotel of that place, and has been for many years past, and will leave a blank among a large circle of friends and acquaintances. To the bereft whose hearts are burdened with sadness at the sudden death of a devoted husband and a loving brother we extend our sympathies and recommend them to God for consolation, knowing that words are inadequate to lessen this deep sorrow. The remains were taken to the home of Bro. N. Stewart, St. Albans, and interred in the Catholic cemetery.

Donahue—Mr. John Donahue, brother of J. C. Donahue, of O. R. C. of St. Albans Division No. 24, died Jan. 22, with rheumatism of the heart at White River Junction. The deceased was an employe of the Central Vermont R. R. for over sixteen years, and has been running an engine from that place for twelve or fourteen years. He was about 33 years old and unmarried. It was he who sounded the whistle long and shrill upon the night of that dreadful disaster, the Hartford Bridge, and brought his engine with relief to the sufferers one year ago, and his last trip was made over the same river, which has been newly bridged, at the risk of his own life, to test its safety, just one week before his death. He was a brave fellow and one of intellect. He belonged to the B. L. E., and was an obedient son, as well a loving brother, and a true reliable friend; but his career in this life was short, and he was called to join his mother and a young lady sister, all three dying within two years. The interment took place at his home in Northfield, Vt., Jan. 26, 1888. Brother J. C. Donahue and relatives have the sympathy of a large circle of friends.

DEDICATED TO THE MEMORY OF OUR LATE BRO. HENRY HOLLEY.

He has crossed the dark river so deep and so wide,
His soul is in safety on the other side.
He is with the bright angles and free from pain,
And the bothers of life shall nee'r trouble him again.

Oh, then, dear brother, let us not weep
For dear Brother Henry in his silent sleep.
When the angels of brightness brakes his slumbers in twain
And the Chief calls him home in a golden train.

Then, brothers, we will nee'r forget Brother Henry kind and true,
And the lesson taken from approaching death that called him from view,
And his memory in our hearts shall dwell as fondly as to-day,
And ever with untiring love will for our brother pray.

JOHN LIMERICK,
Z. C. MARTIN,
P. W. BURK, Committee.

Grafton, W. Va., Feb. 13, 1888.

Hall.—At a regular meeting of Frontier Division No. 189, O. R. C., the following resolutions were adopted:

WHEREAS, It has pleased God in His infinite wisdom to remove from our midst the beloved wife of Mr. Wm. Hall, engineer on the G. T. railway of this place

Resolved, That by the death of Mrs. Hall, her family have lost an affectionate wife and mother, and the heartfelt sympathy of this division be extended to them, hoping that they will find consolation in the thought that deceased had always been true to their interests while on earth, and that they will all meet her in that better land where grief and sorrow never enter, and He that is able will comfort them in their affliction.

WHEREAS, In the death of Mrs. Wm. Hall, Brother A. McIntosh, of this division, loses a loving sister, and that our heartfelt sympathy be extended to him in his sad bereavement.

WHEREAS, It has pleased an all-wise God to lay the hand of affliction on our worth brother Thomas Parker, taking from his side his half brother, Mr. A. K. Lattimore, who was accidentally killed while working in the yards of the M. C. railway at Detroit.

Resolved, That the heartfelt sympathy of this division be extended to Brother Parker in his hour of sorrow.

Resolved, That a copy of the above resolutions be sent to the editor of the MONTHLY for publication, and a copy sent to relatives of deceased.

By order of Frontier Division No. 189.

A. G. MANLEY,
A. JOHNS,
G. W. WHITLOCK,
Committee.

Noll.—At a regular meeting of the Star Division No. 31, O. R. C. held at their hall Sunday, Feb. 19, 1888, the following resolutions of respect to the late Brother A. J. Noll were adopted:

WHEREAS, It has pleased almighty God to remove from our midst our late Brother Adam J. Noll, therefore be it

Resolved, That it is but a just tribute to the memory of our late brother, to say that regretting his removal from our midst, we mourn for one who was in every way worthy of our esteemed love and regard.

Resolved, That in his death Star Division No. 31, sustains a severe loss, his wife a kind and affectionate husband, and this community a good citizen respected by all.

Resolved, That the heartfelt sympathy of this division be extended to the bereaved family in their great affliction, that our charter be draped in mourning for thirty days, also that these resolutions be spread upon our minutes and published in the *Railway Conductors' MONTHLY*, and the Burlington daily papers, and that a copy be sent the wife of the late brother.

W. C. CROSS,
P. W. HANAPHY,
M. W. ROBINSON,
Committee.

Hearlihe.—Brother Micheal Hearlihe, a beloved member of Wayne Division No. 119, died at his home in this city Feb. 21, 1888. The following resolutions of respect were adopted at a meeting of the division held Feb. 26, 1888:

WHEREAS, The Grand Chief Conductor of the Universe in his infinite wisdom has removed from our midst our beloved brother, Micheal Hearlihe, therefore be it

Resolved, That in the death of Brother Micheal Hearlihe this division sustains the loss of a beloved brother, his wife a loving husband, and the community at large a gentleman who was respected by all.

Resolved, That the heartfelt sympathy of this division be granted to his wife and relatives in their afflictions.

Resolved, That a copy of these resolutions be sent to the bereaved relatives of our deceased brother and one to the O. R. C. *MONTHLY* for publication.

L. A. KANAGA,
W. F. C. BONUER,
G. W. ANDERSON,
Committee.

Murphy J. H.—The following preamble and resolutions on the death of Brother J. H. Murphy were ordered to be sent to the *MONTHLY* for publication:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to call from his earthly labors our beloved brother, J. H. Murphy, who, during his services on the Wisconsin Central line, had by his gentlemanly and kindly demeanor, his charitable disposition and his efforts to help his fellow-employees, endeared himself to all; and,

WHEREAS, We mourn his loss as a true friend and faithful brother, and as a capable and efficient Assistant Chief Conductor of Stevens Point Division No. 211, O. R. C.; therefore, be it

Resolved, That on the death of our beloved brother, J. H. Murphy, his wife loses a loving husband, the railroad a reliable and trustworthy conductor, and the State a true, loyal citizen; and, be it further

Resolved, That Stevens Point Division No. 211, O. R. C., suffers the irreparable loss of an earnest, faithful member; one who was ever ready to befriend and assist his division or a worthy brother with good advice or his pocketbook as far as his modest means would permit, thus proving that the teachings of the Order and its motto, perpetual friendship, had indeed been inculcated, and that our beloved brother did at all times try to exemplify them; and be it further

Resolved, That we hereby tender our sincere and heartfelt sympathy to the bereaved and sorely afflicted widow and to the relatives of our deceased brother, and gently and kindly remind them that the will of the Grand Chief Conductor of the Universe is supreme; and that we must most humbly bow to His divine decrees, and to the God of the widow and the orphan do we commend them; and, be it further

Resolved, That a copy of this preamble and resolutions be given the widow of our deceased brother, J. H. Murphy, and a copy be sent to the *CONDUCTORS' MONTHLY* for publication, and a copy spread on the minutes of this meeting.

W. A. WEBSTER,
C. B. BAKER,
Committee.

Minty.—At a regular meeting of Pocatello Division No. 209, O. R. C., held Sunday, March 4th, 1894, by committee appointed, the following preamble and resolutions were adopted:

WHEREAS, It has pleased the Almighty Father to remove from among us our beloved brother, Frank E. Minty;

Resolved, That this loss we greatly deplore and feel that in his death we loose a true friend and the Order a faithful member.

Resolved, That while submitting with all patience to the will which has deprived us of his presence we deeply feel the absence of one who has been so long among us, and in his sudden departure we recognize the slight thread that binds us to earthly things.

Resolved, That to his bereaved family we extend our heartfelt sympathy in this their great affliction more especially while considering the manner of his death. Be it further

Resolved, That these resolutions be spread upon the records of our division and a copy be sent to the family of deceased in testimony of our grief and sympathy and that the same be sent to the O. R. C. MONTHLY for publication; also that our charter be draped for the space of thirty days.

J. F. WOODS,
J. C. FAGAN,
ED. CATHCART,
Committee

LINES ENSCRIBED TO CONDUCTOR H. C. ELLIS AND SONS.

BY A FRIEND.

Why mourn for the wife and the mother,
Whom God in his mercies removed;
From this world that is o'erflowing with sorrow,
To that mansion of rest up above,
Where white winged angels were waiting
To welcome her into the fold,
Into that beautiful city,
That beautiful home of the soul.

Just think of the trouble she is missing
Remember the heartaches and strife
That fall to the lot of all mortals,
As they travel the pathway of life,
Then mourn not, for in her absence,
Jesus himself will uphold;
If you love Him you will meet her in Heaven,
In that beautiful Home of the soul.

Let God's sunshine into your heart enter
And drive away grief and all care;
His love and mercies are unbounding,
If you trust Him and approach Him by prayer,
And while time is taking us onward,
With strides that are rapid and bold,
Let us live, that with a crown we can meet her,
In that beautiful Home of the soul.

At the gate of the Beautiful City,
With its bars decked with jewels so rare,
And angels, white robed, will be waiting,
To swing open, its portals so fair,
To welcome sons, husbands and loved ones,
To mansions of amber and gold,
To a home in the beautiful City,
God's beautiful Home of the soul.

Coggles.—At a regular meeting of Hartford Division No. 50, the following resolutions were unanimously adopted:

WHEREAS, Our Heavenly Father, in His infinite mercy, has seen fit to remove by death from the family of our brother, Thomas Coggles, their twin babies: therefore, be it

Resolved, That the members of Hartford Division No. 50 have learned with extreme sorrow of the bereavement which has fallen upon Brother Coggles and Mrs Coggles, his wife.

Resolved, That we in this manner extend to Brother Coggles and wife our heartfelt sympathy in their great loss; and be it further

Resolved, That a copy of these resolutions be sent to Brother Coggles, and that another copy be sent the editor of the MONTHLY for publication

C. S. BRIGHAM,
CHAS. DIETRICK,
WM. WALLACE,
Committee.

Orr—Died on Monday, Feb. 27th, 1888, at his home in Youngston, O., after a short illness, Henderson W. Orr, a member of Ashtabula Division No. 73, O. R. C.

At a regular meeting of Division No. 73 O. R. C., the following resolutions were adopted:

WHEREAS, For the second time since Division No. 73 of O. R. C. was organized the Grand Chief Conductor of the Universe has broken our happy circle by taking away from our midst a worthy brother.

Resolved, That in his death his wife and family have lost a loving husband and father and this division a true and worthy member;

Resolved, That to his bereaved family we extend our heartfelt sympathy in this their hour of affliction and refer them to Him who has promised to be a husband to the widow and a father to the fatherless.

Resolved, That our charter be draped in mourning for thirty days.

Resolved, That a copy of these resolutions be spread upon the records of this division, a copy sent to the Conductor's MONTHLY for publication, and a copy sent to the bereaved family of our deceased brother.

J. H. VANVLECK,
Committee.

Kaywood—At a regular meeting of Bloomington Division No. 87, Order of Railway Conductors held in this day, the death of Brother Wm. B. Kaywood was announced. Brother Hapwood was a charter member and P. C. C. of Division No. 87. At the time of his death he was a member of Star City Division No. 137, of Lafayette, Ind.

The following preamble and resolutions were adopted by the Bloomington Division No. 87 O. R. C.

WHEREAS, It has pleased our Heavenly Father to call from our midst Brother Wm. B. Haywood; and

WHEREAS, In the death of Brother Haywood the family loses a kind husband and father, and the Order of Railway Conductors a true and worthy brother: therefore be it

Resolved, That our charter be draped in mourning for thirty days.

Resolved, That a copy of these resolutions be sent to the family of our late brother.

Resolved, That these resolutions be spread upon our minutes.

Resolved, That these resolutions be published in the Conductors' MONTHLY and in the daily papers of this city.

H. S. GRAY,
D. DONOHUE,
Committee.

Kelsey.—Mable C., the only child of Brother J. E. Kelsey, who after a short illness was called to that home on high where sorrow and pain are no more, and at the regular meeting of Wolverine Division No. 138, held Feb. 18th, the following resolutions were adopted.

WHEREAS, God in his infinite wisdom has seen fit to remove by death, from the happy home circle of our brother, J. E. Kelsey and wife, their only child, Mable C., aged nine years and six months, causing pain and sorrow to their happy home, and

WHEREAS, As we bow submissively to the will of a just God, we feel that our brother has sustained a great loss; therefore be it

Resolved, That the heartfelt sympathy of this division be extended to Brother Kelsey and wife in their sorrow, and be it further

Resolved, That as a token of respect and esteem for our afflicted brother and wife that these resolutions be spread upon the records of this division, and a copy of the same be presented to the bereaved family, and published in the CONDUCTORS' MONTHLY.

L. STEVENS,
J. A. KING,
H. LEACH,
Committee.

Park.—At a meeting of Alliance Division No. 177, O. R. C., the following resolutions were adopted:

WHEREAS, It has been the will of an ever-merciful and all-wise God to remove from our midst Mrs. Anna Park, the beloved wife of our worthy brother, W. B. Park; therefore, be it

Resolved, That the sympathy of this division be extended to our worthy brother in this his sad affliction; and be it further

Resolved, That a copy of these resolutions be presented to Brother Park as a token of our sympathy, and that a copy be forwarded to the MONTHLY with a request that the same be published.

F. W. FETTERS,
F. M. FOSTER,
R. S. KAYLOR,
Committee.

Holley Henry.—At a meeting of Grafton Division No. 190, held in their hall at Grafton, W. Va., Feb. 12, 1898, the following resolutions were unanimously adopted:

WHEREAS, It has pleased the All-wise and Powerful Grand Chief Conductor of the Universe to remove from our midst after a lingering illness of nine months, our highly esteemed and well-beloved brother, Henry Holley; therefore be it

Resolved, That while we yield a cheerful compliance to the will of Him who doeth all things well, we realize with heartfelt sorrow the loss our division has sustained in the death of one so well loved and so universally respected; yet we find consolation in the fact that he obeyed the command of Him who said, "Come unto me all ye that labor and are heavy laden and I will give you rest;" and be it further

Resolved, That in the death of Brother Holley the Order of Railway Conductors has lost a most worthy member, and the 4th division of the B. & O. railway one of its most reliable and trustworthy conductors and Grafton division No. 190 a warm and generous brother, and

Resolved, That the members of this division extend their sympathy and condolence to his brother and sister in their sad bereavement, and hope they will follow his example in putting their trust in Him who has promised to hear the prayers of the afflicted; and be it further

Resolved, That our charter be draped in mourning for a space of thirty days, and these resolutions be published in the RAILWAY CONDUCTORS' MONTHLY, and a copy forwarded to the brother and sister of the deceased, and that these resolutions be published in one of the Wheeling, Fairmont and Grafton papers, and spread on the minutes of this meeting.

JOHN LIMERICK,
Z. C. MARTIN,
P. W. BURK,
Committee.

Brennan.—At a regular meeting of Hartford Division No. 50, Order of Railway Conductors, the following preambles and resolutions were unanimously adopted:

WHEREAS, It has pleased God to remove from our midst our beloved brother, William H. Brennan, who died in Hartford, Aug. 29, 1887, of Addison's disease, and

WHEREAS, It is but just that a fitting tribute to his many virtues should be offered by us; therefore be it

Resolved, That while we bow in humble submission to the will of the Most High, yet we none the less mourn his loss. His hand was ever ready to help in time of need and a kind word for everyone has endeared him to us all.

Resolved, That in his death our Order has lost a worthy member the N. Y. & N. E. R. R. Co. a trusty conductor, we his brothers a warm friend, his mother a dutiful and affectionate son and the sister an honored brother.

Resolved, We deeply sympathize with the bereaved mother and sister of our deceased brother, for while they mourn the loss of a loving son and brother, we also miss and mourn the absence of one who was much with us in the fraternal bonds of the mystic ties of our Order, and we earnestly pray that God in His infinite mercy will enable them to bear up under their sad bereavement and humbly submit to the divine will of him who governs all things.

Resolved, That in respect to the memory of our deceased brother that a copy of these resolutions be sent to the CONDUCTORS' MONTHLY for publication and another copy with the seal of the division attached be sent to the mother of the deceased brother and a copy be spread on the minutes of this division.

A. D. SIMONS,
THOS. GOBLE,
JOHN WHALEN,
Committee.

Depew.—Our worthy brother, M. T. Depew, and his estimable wife have lost their only two children by that dread foe to children, diphtheria. These children were the idols of their parents, and although all earthly means were employed to save them, the Almighty was pleased to take them to Himself.

At a regular meeting of Milwaukee Division No. 46, held Sunday, Feb. 19, 1893, the following resolutions were read and adopted unanimously:

WHEREAS, It is with painful regret that we learn that Almighty God has seen fit to remove from earth, by death's resistless hand, the only two beloved children of our worthy brother, Marcellus T. Depew, and his estimable wife, of Fond du Lac, Wis.,

Resolved, That we sincerely condole with Brother Depew and wife in this sad hour of their affliction in the hard dispensation of Providence in thus removing from their once happy family their only children. We are warned in Jeremiah, XIX chapter and 21st verse,

in these words: "Death shall come up under our windows and enter our palaces, to cut off our children from without, and the young men on their streets." While such is God's warning, may every member of this division when called to appear at the Bar of God to give an account of all deeds done here below, be so judged that we all shall receive a Crown of Glory, such as these dear children now wear, and dwell with them on God's right hand in Heaven; or it further

Resolved, That the members of this division sympathize with our brother and his wife in this sad hour of their bereavement, and commend them for consolation to Him who orders all things for the best, and whose chastisements are meant in mercy. Be it further

Resolved, That a copy of these resolutions be sent to the CONDUCTORS' MONTHLY, with the secretary's brief statement for publication, and a copy engrossed and sent to Brother Depew and wife, and also that they be spread on the minutes of the division records.

By order of the Division.

Mahan.—At a regular meeting of Cleveland Division No. 11, O. R. C., held Saturday night, Feb. 11, the following resolutions were adopted:

WHEREAS, The Grand Chief Conductor of the Universe, in His infinite wisdom, has removed from our midst our beloved brother, Madison Mahan; therefore, be it

Resolved, That the breaking of another link in the fraternal chain that binds us together may be the means of more firmly cementing the ties of union and friendship of we who survive him, and during the brief space allotted us here strive to promote the welfare and happiness of one another.

Resolved, That we extend to the bereaved widow and relatives of our late brother our profound sympathy in this severe trial.

Resolved, That our charter be draped in mourning for thirty days, that these resolutions be spread upon the records of the division, a copy be sent to the relatives of our late brother and a copy be sent to the CONDUCTORS' MONTHLY.

J. H. ARCHER,
A. J. THEIMAN,
JOHN CLEMENT,
Committee.

Simons.—At a regular meeting of Hartford Div. No. 50, Order of Railway Conductors the following resolutions were unanimously adopted:

WHEREAS, Our Heavenly Father, in His infinite wisdom, has seen fit to remove by death, from the family of our worthy brother, A. D. Simons, their only and beloved child, Bertie; therefore, be it

Resolved, That the members of Hartford Div. No. 50 have learned with sincere sorrow of the bereavement which has fallen upon Brother Simons and Mrs. Simons, his wife.

Resolved, That we in this manner extend to Brother Simons and his wife our heartfelt sympathy, and ask to consider in their great loss if it is not his gain; and be it further

Resolved, That a copy of these resolutions be sent to Brother Simons, and that a copy also be furnished the editor of the MONTHLY for publication.

C. S. BRIGHAM,
CHAS. DIETRICK,
WM. WALLACE,
Committee.

Travis W. H.—At a regular meeting of Montgomery Division No. 93, O. R. C., held Saturday, Feb. 4, 1898, the following resolutions were adopted:

WHEREAS, The Grand Chief Conductor of the Universe in His infinite wisdom has removed from our midst our beloved brother, W. H. Travis.

WHEREAS, In the death of Brother Travis this division loses one of its most worthy members and one of its most faithful brothers; therefore, be it

Resolved, That we extend to the bereaved relatives of our deceased brother our profoundest sympathy in this hour of sorrow.

Resolved, That our charter be draped in mourning for a period of thirty days, and that these resolutions be spread on the minutes of the division, and a copy be sent to the bereaved relatives of our brother, and that they be sent to the RAILWAY CONDUCTORS' MONTHLY for publication.

FELIX MULLEN,
J. W. DAVIS,
W. R. ADAMS,

LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

Carriers—Passengers—Ejection from Train—Arrest—False Imprisonment—1000-Mile Ticket.—In a suit against a railroad for assault, false imprisonment, and malicious prosecution, it appeared that plaintiff, who was a public lecturer, held a 1000-mile coupon mileage book, and tore out some of the coupons for his own use, and gave the book to his assistant for his use in traveling to a place where they were to meet. The regulations on the cover of the book were that the coupons should be void if detached by any one but the conductor, and there was also a rule of the company that coupons detached by the passenger would be refused, and fare collected, unless the book was produced; but this regulation was unknown to plaintiff. Plaintiff presented the detached coupons, and explained the absence of the book, but the conductor refused to receive them; and, with the assistance of a police officer, arrested plaintiff, and entered a complaint against him for fraudulently evading his fare, upon which he was subsequently discharged.

Held, That evidence that plaintiff had frequently seen conductors accept similar coupons under similar circumstances was inadmissible, except to prove a custom; and that the request for a ruling that the evasion for which a passenger might be lawfully ejected or removed from a car, must be a fraudulent one, with an intention to defraud the company, was rightfully refused; the court declining to construe the words "ejected or removed" as meaning "removed by arrest," or "arrested." Judgment affirmed.

Marshall v. Boston & C. Ry. Co., Mass., S. J. C., Oct. 20, 1887.

Carriers—Misdirection of Passenger—Conductor's Refusal to Stop at Station—Damages.—Action for damages in the sum of \$3,000 for alleged misdirection and ejection. The plaintiff purchased a ticket to S. from the station agent of the defendant company, and by such agent's direction entered a departing train which did not stop at S., and was compelled to get off at a station three miles from S.

Held, That the plaintiff was entitled to the actual damages sustained from the mistake of the agent.

Held, That plaintiff could recover damages for the misdirection, and while the conductor told plaintiff in an angry and insulting manner to get off of said train at a station three miles distant from S., which he by reason of fearing bodily harm, obeyed, such allegation and proof do not sustain a forcible ejection.

Ala., G. S. Ry. Co. v. Heddleson; Ala. S. C., July 21, 1887.

NOTE.—It is the duty of a passenger to ascertain that, by the rules of the company, the train which he enters stops at the station named on his ticket. See *Railroad Co. v. Bills*, Ind. S. C., 3d N. E. Rep., 611. But where a lady passenger was on the wrong train through an innocent mistake, and was removed at an out-of-the-way place in the night-time, she was held not precluded from recovering damages by the fact that she refuses to pay fare for going further. *Railroad Co. v. Smith*, (Texas S. C., 1 S. W. Rep. 565

THE RAILWAY CONDUCTORS'

MONTHLY.

Volume V.

CEDAR RAPIDS, IA., MAY 1, 1888.

No. 5.



CHARLES F. HAMMOND.

CHARLES F. HAMMOND.

Brother Hammond was born in Calais, Maine, October 26, 1846. The family moved to Baltimore in 1847, where they remained until a few years before the war. He attended a private English and German school until 1857, then was sent to Boston to school, where he attended the Grammer school until 1862, in which year he left and went to Bangor, Maine, and aided in recruiting for the Eleventh Maine Infantry. Returning to Boston, was connected with the Quartermaster's department, until the Second Massachusetts Cavalry was organized, when he joined the first battalion of the regiment and was made sergeant of Company B, and served until mustered out in 1865, with the exception of seven months in the hospital with wounds at different times. After a short stay at home at the close of the war he returned to Boston and was engaged as clerk in the Bay State sugar refinery. In 1866 he was employed in the freight department of the Boston & Providence railroad, and was there but a short time when his leg was broken by a bale of cotton, and he was then side-tracked for a time. He was employed as book-keeper by the Department of Massachusetts G. A. R., and Adjutant of post 15, until offered a position as chief clerk of the State police force, which he accepted, but he was appointed detective and was one of the first in the State. He was acting chief of the whole force during the Boston fire. He resigned to go west on the U. P. in 1876. He returned east with health impaired and entered the services of the O. C. railway, where he remained one year, and left to accept a position as traveling salesman for the American Shade Roller Company, and for four years he drummed the west. He again entered the services of the O. C. railroad as general express agent.

Brother Hammond became a member of the Order as a charter member of Division No. 157, and has represented his division with great credit in the 18th and 19th Annual Meetings. We are glad to be able to present his face in this issue.

A ROSEBUD.

A cunning, dimpled little rogue,
She's bubbling o'er with laughter—
A bud just bursting into bloom,
My precious baby daughter.

Two hands, that on some mischief
bent,
Seeks papa's hair or whisker,
And laughing at grimace or groan,
Sly rogue, she makes me kiss her.

Two feet to toddle with, the rogue,
Where mischief calls instant,

She kisses back my blackest frown,
Nor ever lets them daunt her.

A rosebud mouth, with two wee pearls
Two ears that show pink-tinted,
She's partial in her favors shown,
But claims my love unstinted.

Two laughing, sun-lit, fawn-like eyes,
A skyward tilted nose—
God grant the promise of the bud
May bloom a perfect rose.

—C. W. Burroughs, in *Louisville C-J*.

A BEAUTIFUL STORY.

It was just in the shadow of the ruined walls, which towered above the blue shinning waters of the river, and where, when the tide was high, dropped down the long trailing ivy vine to kiss the laughing waves—there sat two women.

One, with her arm resting upon a broken column, her dark eyes with the memory of long ago stirring their brilliancy into life, gazed afar out at the floating cloud, her face a sad reflection of the past; while the other, many years younger, half knelt at her feet, and with a smile on her red lips and the light of hope in her glorious eyes, played with the moss on the bank beside her.

It was a perfect picture, for the twilight crept in and swept across the foreground just enough to bring the wondrous beauty into relief.

To the artist eye of Ralph Bertram, who, wandering down the river bank, came upon them, it was a perfect harmony of light and shade, an exact subject for a masterpiece, and there he sat down and sketched until darkness shrouded the whole and shut it out from his view.

He took his sketch home, and for hours gazed at it, enraptured with the glorious beauty of the faces. Who were they, or rather, who was she? Who was the girl with her dreamy, happy face, and dark melting eyes, with their hopefulness and truth?

When morning dawned, he went down again to the river's bank and watched and waited for hours, but they never came. He inquired of every passer, but no one knew them. One would say:

"Ah! yes, I have seen them—two women, one old and sad, the other young and happy. I do not know their names." Another would declare he never was aware of their existence, and thus Ralph found his search a vain one. He went on, working day and night upon his picture, and at last when it was complete, and he went up to his studio in the city, and placed it there, his friends held up their hands in admiration and worshiped it, and before many days it found a place in the most renowned art gallery, and all the world went crazy over it.

Thus Ralph Bertram became celebrated, and orders came upon him faster than he could fill them, and all the wealth and beauty in the city smiled upon him and petted him. He was admitted into every parlor, soiree and reception; he became the lion of the season, and far and near his praises were sung. But to him it was nothing, when thinking of his beloved picture, and hour after hour he sat gazing upon that beautiful face like one entranced.

"I believe, Mr. Bertram, that you are positively in love with that

young face!" said a belle, as she came upon him in the gallery. "Was it from life or your own imagination that you painted it?"

"From life."

"Impossible! It must have been a dream! No living woman was ever blessed with such beauty."

"Yes, one."

The lady went away, and before night one-half of the town was jealous of his picture and declared him crazy. It must be so, for no woman ever possessed such rare beauty. It was a dream, an hallucination.

Bertram heard it and laughed. Perchance the day might come when he could bring his wondrous beauty before them and convince them, and with this hope he labored, and sought her far and wide.

It was a cold, bitter night, and around corners the wind swept, bringing with it fitful gusts of hard-cutting sleet, and penetrating to the bone every unfortunate who chanced to be aboard. Bertram came briskly down the street from his studio, warmly wrapped in heavy coat and furs with a vision of his pleasant rooms before him, and lightly humming an opera. He had turned from the principal street, and was walking alone where all was quiet, when he suddenly came upon two women, who stood near the iron railing in front of a house.

"Mother," said one, "it is but little further. Do try to keep up. Here, lean upon me, mother, mother!"

She was vainly trying to support the sinking form, but not all her strength could prevent her from falling. And Bertram sprang forward in time to receive her in his strong arms as she fell back.

"Mother, O, my mother!" was the despairing cry.

"Don't be alarmed, Miss! She has only fainted. My home is here, close at hand, and if you will assist me, I will take your mother there."

The young woman obeyed him without a word, and with her assistance, Ralph bore the senseless form to his elegant apartments. There was no light within the room, and after placing the inanimate form upon the sofa, he groped his way to the match safe and lighted the gas. As the soft radiance shone through the room he sprang back with an exclamation of surprise and delight. His picture! The faces of his idolized ones! At the sound the younger started up and looked towards him. How beautiful she was, with her hood falling back and the damp waves of chestnut hair clinging to her broad white forehead, and great lustrous eyes fixed upon him in wonder. Bertram could not speak.

"My mother," she began with quivering lips.

"Pardon me! I forgot myself!" and he went out, and brought wines, and cordials, and labored until the blood stole back in little flashes and the dark eyes opened. For several moments she did not seem to understand the strange room and surroundings; but when the younger spoke, she said:

"Agnes, darling!"

"Mother, are you better?"

"Yes, yes."

Bertram sat in the window until they called him. The elder one was standing in the room, the mantle thrown around her and one hand resting upon the shoulder of her daughter.

"I wish to bid you good night and thank you for your kindness. If it were in my power I would—"

"Madam, I beg you to sit down. I have spent months in searching for you, and I beg you now that I have found you, to remain here. If you are willing to confer a favor upon me, remain here, for the night, at least."

"Searching for us. What do you mean?"

"You will learn one day. I owe you all I possess."

She sat back, seemingly petrified with astonishment.

"Who are you? I never met you. You owe me nothing."

"Will you remain here?"

"Yes, if you need us."

After a time the noble looking woman sat in a comfortable chair near the grate, her lovely daughter at her feet, and Ralph Bertram brought forth the sketch and told the story.

"And are you the great painter, Ralph Bertram?" asked Agnes.

"I am Ralph Bertram," he answered smilingly.

"And the great picture of which you have read was only poor mamma and I sitting upon the bank of that beautiful river in the country where we visited last summer. How strange!"

Agnes LaGrange was happy and contented in the splendid room, and with her head resting upon her mother's lap, heard her tell the story of her father's death, their flight across the sea from France, of their struggles and hardships, and their utter loneliness; and she smiled when Ralph Bertram begged them to accept his friendship.

The art gallery was crowded, and all the fashion of the city was out and promenading up and down the grand saloon, and passing before Bertram's picture to admire and compliment. All at once there was a buzz, and the crowd parted on either side. Down the opening came Bertram with a lady leaning on either arm, and as he passed, a murmur went round:

"The face is his picture! How beautiful! How perfect!"

Ralph was never happier nor prouder than when he stood with his fair companions and heard their words of praise, and when Agnes whispered:

"It is grand, Ralph, and I am proud of you."

"My darling, your praise is worth more than all else to me," he answered, and he pressed her hand tenderly, and looked into the dark eyes, worshiping her glorious beauty with all his heart.

Once more the world gathered to envy and admire, when Agnes and the famous artist stood before the altar in the church, and were made one.

The great picture brought him a fortune, and the original brought him comfort and peace.

A TIME TO COME.

He has come and gone, and the day is past and
o'er for me:
The great, tired sun to his bed in the west rolls
wearily.

I know how the moon will come slowly up, climb-
ing the hill;
And how, drop by drop, the lily her cup with dew
will fill.

I know how the drowsy cricket will sing her slow
night-song;
And how the small bird with folded wing, so long,
so long.

I know how the pale morning hours will creep, one
after one:
And how the grey east its sad color will keep, till
at last the sun.

Steals up his long spikes of shimmering gold into
the sky
And the sheep come loitering out of the fold, the
day is nigh.

Another day for the world to awake, sorry or glad;
For heart to beat, and for heart to break, merry or
sad

O sun, drop swift to the earth's far rim, night fol-
low day;
Sweet moon, spring up past the hill-crest dim;
hasten, I pray!

Day go, day come, till that day, at last, dawneth
on me
When all sad things shall belong to the past, and
we are free.

Eyes, free to look in the other's true eyes: lips,
free to meet;
Arms, free to clasp—be it foolish or wise, ah,
'twill be sweet!

Where waits the glad day that makes me blest, I
cannot tell;
Only I know, when I lean on his breast, all will be
well,
—Exchange.

COLOR BLINDNESS AMONG RAILROAD EMPLOYES.

BY WILLIAM THOMPSON, M. D.,
Professor of Ophthalmology in the Jefferson Medical College of Philadelphia

The conflict between the officers and the employes of the Reading railroad, which has occupied recently the attention of the public, and has threatened to produce a suspension of work on that road, has reopened the question of color blindness among railroad employes, and led to a full demonstration of its existence among those engaged even as engine-men, where the defect might lead to serious accidents, with loss of property and life. The officers of the road have selected the system for examination suggested by the writer, and employed to a full success for more than five years past on the Pennsylvania railroad, and have appointed me to supervise its details, and, as ophthalmological expert, to decide all doubtful cases after careful examination of those found defective by the non professional examiners of the company.

The conflict is nearly over, since demonstrations of the optical de-

fect in engineers, made before a committee appointed by the employes have satisfied them of the propriety of the testing, and that the safety of the traveling public demands the removal of all color-blind persons from positions where their optical defect might be the cause of distressing accidents. In the recent demonstrations I was able at my office to show that an engineman declared a red danger signal, made by placing red glass in front of a large gas light at a distance of two feet away, to be a green light; he was also not only unable to distinguish a red from a green flag within six feet, but he failed to classify the flags, white, red, green, and blue, properly, even when allowed to take them in his own hands.

The system adopted by the Reading railroad is the one in use on the Pennsylvania railroad, and owes its value to the fact that large bodies of employes can be brought under inspection, and their defects discovered by non-professional examiners. It has been fully described in *The Medical News* of January 14, 1882, in the second edition of Nettleship's work on *Diseases of the Eye*, and in a paper read before the American Association for Advancement of Science, in September, 1884, and in the *Popular Science Monthly* for February, 1885, and to those sources the reader is referred for further information.

Previous to its adoption by the officers and directors of the Pennsylvania railroad two thousand men were examined, and their blanks submitted to me, and the color blind men sent to my office for final action. Mr. Pugh, general manager, stated in September, 1884, that there were thus detected four per cent. of men color blind, and ten per cent of men deficient in acuteness of vision, and that, although it was very difficult to keep accurate notes of all examinations, he was satisfied that all dangerous persons had been removed up to that date, when over twelve thousand employes had been submitted to the system.

The statistics obtained upon the two thousand men were used as the standard by all the Division Superintendents, and however difficult it might be to report to the central office the full details of their examinations, they were always controlled by these known and accepted ratios. It has not been found requisite to send all men deficient to the ophthalmological expert, since they did not demand it, but submitted to the changes rendered necessary without opposition, hence I am unable to furnish exact reports of the examinations made at remote portions of the road. Most of the color-blind men have passed under my hands, as well as many cases of astigmatism, optical defects, and diseases or injuries reducing the sight below the standard, and the results may some time be found worthy of publication.

An opportunity to present the last opinions of the officers of the Pennsylvania railroad has been afforded by a request which was made by the German government, through its minister, to the surgeon general of the United States army for statistical and other information on the subject, and this letter, referred to me by the surgeon general, has been answered by Mr. Pugh, who has kindly made efforts to obtain the fig-

ures from the great organization of which he is general manager. He writes, under date of July 7, 1887, and says:

"I regret that so long a time has elapsed since the receipt of yours of May 25th, and this reply. The delay has been occasioned by our efforts to obtain some statistical information, which I regret to find has not kept up as closely as was intended. I enclose herewith statements showing the number of employes examined during the past five years, with the results stated.

"I can only add that we have attained the most satisfactory results from the system, and I think we can confidently claim that sense of security which follows the belief that we have no one employed in any position in which the use of signals is required, whose color-sense and sense of vision will not enable him to accurately determine all signals by which his action is governed."

Total number examined on lines east of Erie	-	-	-	25,158
Color blind	-	-	-	481
Defective vision	-	-	-	661
Hearing	-	-	-	158

I am informed that the system has been found so satisfactory that it has been extended to the lines west of Pittsburg, and no doubt is now in use throughout the lines controlled by the Pennsylvania railroad, embracing 7000 miles of track with over 10,000 employes.

It will be remembered that this system is also used to prevent the admission of defective men into the service, and that the apparently small percentage of color blind in this table may be ascribed to the non-application of men who know their deficiency, and to the fact that men in the service knowing their defect would leave the road before examination, and thus escape detection, and be enabled to gain employment on other roads, where no examinations are required. Perhaps twelve or thirteen thousand was the number who were subject to examination by virtue of being in positions where color signals were used to detect them in 1884, and the difference between that number and the total 25,000 would be made up of new men who would present a small ratio of those below the standard, since men conscious of color blindness, or poor sight, would not apply.

The fact that the intelligent officers of the Pennsylvania railroad have adopted this system, purged their old force of all dangerous men, extended its use to all parts of their immense railroad, and now oppose it as a barrier to the admission of men thus unfit for service, is the best evidence that can be adduced to claim for it a successful place among the efforts to render scientific truths of practical value to the world. It is hoped that the Reading railroad will be sustained in its contest with its employes by the example so quietly conducted by the Pennsylvania railroad and that the reform so necessary for the traveling public and for those employes who carry their lives in their hands daily, may be conducted to a happy finish.

RAILROADS.

The L. & N. appears anxious to reach Knoxville, Tenn. A corps of engineers are busy locating the line.

The N. Y., L. E. & W. shows a decrease in net earnings over the corresponding quarter in last year of \$88,061.

The "Burlington" have given notice that they are ready to maintain rates, now that their shippers have had the benefit of the reduction.

There is strong probability of the Inter-State Commerce Commission being called to investigate the rate war on western lines, unless some satisfactory solution is reached soon.

All railroad men will hail with delight the advent of automatic brakes and couplers. The C. B. & Q. system have more of this kind of equipment than any line in this country.

W. A. Baldwin has resigned the managership of the Pennsylvania Company's lines, and is to be vice president of the Buffalo, Rochester & Pittsburg, and be located at Rochester, N. Y.

The C., K. & N. have opened negotiations for terminal facilities at Pueblo, Col. This would suggest that they were to build there, and be independent of all others in reaching this point.

In Iowa alone during December, 1887, fifty-four railway employes

were killed and twelve crippled for life, a most convincing argument that there is need for the adoption of improved appliances, particularly automatic couplers.

The rate war on western lines and other attendant ills have placed the "Statistical Associations" in a very precarious condition, and unless some new issue comes up, their days are numbered, and in consequence thereof all will rejoice.

There is some talk of an endeavor to take the M., K. & T. out of the hands of the Mo. P. railway system, and secure its alliance with another of our prominent systems. Dissatisfaction of foreign shareholders has given rise to this report.

The annual statement of the P. R. R. shows that the year 1887 was a very prosperous one for this popular line, their gross earnings being \$115,515,506, a gain over the year 1886 of \$13,816,526; the net returns for 1887 being \$39,277,413; in 1886, \$34,505,266, a gain of \$3,682,151.

Mr. Thomas L. Kimball has been appointed general manager of the U. P. railway, vice T. J. Potter deceased. Mr. Kimball is thoroughly conversant with the affairs of the U. P. railway. For nearly ten years he was general passenger agent, and for five years assistant general manager. He is a graduate of the P. R. R., where he commenced his services over 29 years ago.

Verily March has been a great month for legal decisions in railroad cases. Judge Dundy, of Omaha, leads off with a temporary injunction compelling the Union Pacific to handle the cars containing C. B. & Q. freight, whether in cars of that company or foreign cars. Judge Gresham also clearly defines the provisions of the inter-state law on the subject as applied to all railways. Temporary injunctions are out against the B., C. R. & N. and Central Railroad of Iowa compelling them to respect the inter-state law, and the end is not yet.

The second annual report of the Pennsylvania railroad voluntary relief department, just issued, is sufficient evidence of the fact that this effort of a great railway company to furnish aid and comfort to its employes in time of need has already done much good. The receipts of the department for the year 1887 amounted to \$346,956, of which \$264,606 were paid to members as benefits. Deducting existing liabilities, the net surplus at the end of the year was \$111,914, showing a very sound financial condition. The department was organized February 15,

1886, and in the less than two years from that date to the end of 1887 the payments had been as follows :

	No of payments.	Amount paid.	Average per paym't.
Deaths from accident, - - -	81	\$ 46,256.00	\$571.06
Deaths from natural causes, - - -	314	185,717.25	591.45
Disablement from accidents, - - -	4,930	61,786.70	12.53
Disablement from natural causes, - - -	10,839	121,993.70	11.25
Total, - - - - -	16,164	\$415,753.65	- - -

Without the generous aid of the associated companies forming the Pennsylvania railroad company, the splendid record of this department could not have been attained. They have paid the entire operating expenses of the department during the two years, amounting to the large sum of \$111,210, and in addition have contributed \$62,595, making a total of \$173,805. The remainder of the receipts were obtained by a small monthly assessment on the members. The average monthly membership for the year was 19,182. The death rate during the year was equal to 13 for each thousand members, and the average number of members constantly disabled was 18 per thousand. While provision for the immediate wants of disabled members and an insurance fund for their families in case of death are the chief objects of the department, it is intended to establish a superannuation fund, and the surplus on hand at the end of the first three years is to be applied in this way. As the present surplus is nearly \$112,000, there is good prospect of a suitable fund being eventually provided for the payment of pensions to those employes who have passed the time of life for daily labor. The department has evidently been well conducted, under the charge of Mr. J. A. Anderson, for many years superintendent of one of the divisions of the Pennsylvania railroad.—*Railway Age*.

LABOR SOCIETIES.

An association of workmen for fellowship, for ethical culture and for the study of the law of supply and demand and the political economy of the times might be made a tower of moral and social strength in the community and exert a wholesome influence over the political affairs of the state, but an organization to set the bounds of capital and to define the rights of employer and employe in their official relation, the one to the other, is in opposition to Natural Law, and its acts must necessarily produce first friction and then violent disturbance, in which both are

obliged to participate. Undoubtedly the wage-earner has rights that cannot be ignored without threatening the industrial fabric of the whole country. The natural relation between capital and labor is that of harmony on the basis of a just division of the profits accruing from their joint efforts, and no room should be found anywhere in the relationship for contention or conflict of interests, for it is clear, made undeniably so by bitter experience, that one cannot be injured and the other escape harm. And because brain force conceives and puts in operation plans for the upbuilding of great enterprises and brings together capital in corresponding volume, the skill of the mechanic and the energy of the laborer are none the less powerful and influential factors in the community of interests; but since it is brain-force and capital that makes mechanic art possible and gives employment to hewers of wood and carriers of water, it follows as a matter of common justice and principle that the ability of the capital employed to pay after first setting aside a fair and reasonable compensation for its use, should be the basis upon which to schedule wages.

Labor combinations as a rule, however, assume the right to fix the sum of compensation to employe with little if any reference to the ability of the product of his labor to pay which is not only an unwarranted assumption of authority over both employer and employe, but destroys the stability of the plant of the one and the personal freedom of the other. The right of an employe to demand in his individual capacity an advance in wages, fewer labor hours or anything else is his without a doubt, and it is also his right, morally and legally, to sever his connection with his employer's affairs and interests if his demand is refused; but when he turns to an organization that is clothed by its members with power to act and demands that the full force of its machinery be put in operation against the properly and personal rights of the employer that he may be driven to do that which his enterprise will not justify, a matter that he alone has the right to determine, the employe at once becomes something worse than an Anarchist, and his association an organized conspiracy against Natural Law, and therefore against society itself. The fact is wages must be governed by the law of supply and demand, precisely as all other commodities are, and he who attempts to make them a specified sum without considering the temper and tone of the labor market is an enemy of honest muscle, honest skill and honest energy; and this applies with the same force to the buyer as to the seller of labor.

—*Trade and Traffic.*

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

C. S. WHEATON *Editor.*

ALLIANCE, O., March 11, 1888.

EDITOR MONTHLY:—As the lost-lost key of our former correspondent has been found, we will name our new one—F. M. F.,—and hope to see more in the MONTHLY of Alliance Division 177 than in the past. We number 48 members in good standing, while there are about 32 carrying the insurance. While Division 177 is not among one of the largest in number, we have always maintained the rights and principles of our noble Order as men and as conductors of principle.

Business has been very heavy here, both in passenger and freight, for the past six months, and the men taxed to their fullest capacity in both branches of the service.

Brother Charles Filson was struck by a bridge while on top of his train and escaped almost instant death. I am pleased to see his smiling countenance on deck again. Be careful, brother; for all obstructions stoop low.

Alliance Division has been organized almost three years, and I must say we have never had a banquet or a ball, but have taken steps to have a first-class lecture. We are in receipt of a letter from Robert J. Burdette, who is in California, promising when he came east in May for Alliance Division 177 to have a siding clear for him. We answered and gave him a regardless order to Alliance, Ohio.

I am just in receipt of the March number of the MONTHLY. A little late in coming, as several of the brothers have been asking about the MONTHLY. We are all anxious to get the railroad news from all over the country. I think as some of the rest of the brothers do, that a good weekly paper would be more valuable than the MONTHLY—the news would come oftener and more fresh. For my part I think a weekly paper at \$2 per year will meet with a hearty approval by all, for a great many would take the paper outside of railroad men that do not take the MONTHLY, and I am safe in saying that Alliance Division 177 will favor a weekly in place of the MONTHLY.

With our best wishes for the MONTHLY and the Order at large, I remain

Yours in P. F.,

F. M. F., Correspondent.

LA CROSSE, Wis., March 18, 1888.

EDITOR MONTHLY:—At a regular meeting of La Crosse Division No. 61, O. R. C., Sunday March 18, 1888, the following was unanimously adopted:

Resolved, That a vote of thanks be tendered Brother Geo. J. Johnson, our retiring S. and T., for the excellent manner he has performed his duties, the great interest he has manifested in the good of the Order, and the uniform courtesy shown all brothers of this division.

E. H. THOMAS,
A. P. SHUMWAY,
WILLIS WADE,
Committee.

FREMONT, Neb., March 19, 1888

EDITOR MONTHLY—The MONTHLY is a welcome visitor at my house, and I have been reading it with interest, but have been disappointed in not finding anything from our division, No. 220. We are worthy of mentioning, and hope our correspondent Mr. Cooley, will be more punctual in fulfilling his duties hereafter.

I am glad to say our division is in a thriving condition and will grow, for more new rails make more O. R. C. men.

The F., E. & M. V. has had all the freight they could handle this winter. Since the Omaha line has been opened the passenger traffic has increased wonderfully.

Our esteemed friend and yardmaster of Fremont, Mr. Thorndyke, has resigned, to resume his position as trainmaster of construction. Night yardmaster E. E. Boggs fills the vacancy, and is one well worthy of the position.

The boarding cars are being repainted, and will be ready for work by the first of May.

Construction work will not be so extensive as last year. They intend extending the main line in Wyoming from Fort Casper, and the Seward from Geneva.

We, too, think the MONTHLY should be changed to a weekly. For there are many things that happen daily that would be news in a weekly, where they are stale when in the MONTHLY when it reaches us.

I am unable to state the sentiment of our brothers in regard to the license question, but hope hereafter Brother Cooley will take a hint and let his pen be heard from.

Yours in P. F.,

JOHN BROWN,
Fremont Div. 220.

LAS VEGAS Feb. 26, 1888.

EDITOR MONTHLY—Montezuma Division No. 70 received two very handsome presents from the members of the Mutual Aid and Benefit Association's excursion, who passed through our city November 22, on their way to the City of Mexico—from the ladies a beautiful Bible, and from the gentlemen a magnificent set of officers' jewels. The presents were a surprise to all, and highly appreciated. Brothers A. P. Gatchell, W. H. Hannam and C. E. Trussell were appointed to draft suitable resolutions of thanks, and reported the following:

WHEREAS, We have been the recipients of two very fine presents; therefore be it

Resolved, That we tender to the ladies who presented us with a beautiful Bible, and to the gentlemen who presented us with the magnificent set of officers' jewels our most sincere thanks for the splendid manner in which they have remembered us; and be it further

Resolved, That a copy of these resolutions be sent to our MONTHLY for publication and be spread on the minutes of the meeting.

A. P. GACHELL,
W. H. HANNUM,
C. E. TRUSSELL,

Committee.

McCook, March 11, 1883.

EDITOR MONTHLY—During the engineer's strike on the B. & M., the members of the O. R. C. have been loyal to the company and true to the teachings of their Order. Those who were considered by the Master Mechanic capable of running engines were ordered by their superintendent to do so, and they are still running.

The first one ordered out was Brother W. D. Burnett. The engineers gathered around the engine and tried by threats and abuse to induce him to leave the engine, but they found that he was no coward. They then appointed two of their best and bravest to go to his home and scare his wife. They told her to go to the engine and prevent her husband from going out, for he would not come back alive.

This was a brave act, but of course they are all brave. It is only too bad that they were not met by some cowardly conductor and rolled in the mud.

Yours in P. F.,

W. E. G., No. 95.

MILBANK, Feb. 29, 1888.

EDITOR MONTHLY—I think Brother A. H. Perras' communication in the January number of the MONTHLY is about right in regard to one black ball being enough to reject an applicant. I, too, think great injustice has been done in the past and is liable to be done in the future, by brothers allowing personal matters to influence them when voting on applications. I think this matter can be made right at our next Grand Division by changing this to read, "two or more black balls will be necessary to reject an application." I hope the brothers all over the country will take this matter up and discuss it fully through the columns of the MONTHLY.

Division No. 99 is growing slowly but surely. We have had a hard time to get a quorum since December on account of snow blockades. On regular meeting days, instead of being in the division room, we are distributed over three or four hundred miles of road, bucking snow, or shoveling snow in engine tanks to keep the engines alive, or engaged in some other equally pleasant occupation, incident to this land of flowers, and no hard wheat.

We had everything arranged for a rousing meeting last Sunday, the 16th, but the gentleman at St. Louis, Mr. Hicks, got his work in on us in the shape of a three days' blizzard, and of course we had to cancel our engagement. A special has been called for next Sunday, and we will get there on time, if some of the weather prophets will let up just a little.

I think it is the duty of every brother to take out a policy in our insurance, also to subscribe for the MONTHLY. I am sorry to say there are a few brothers who have not done so, but I live in hopes that in the near future they will see the error of their ways, and make the necessary change.

Now that spring is near at hand I hope the brothers will one and all resolve to attend at least one meeting each month the balance of the year. Come, brothers, rally around our banners, sacrifice a little personal comfort if necessary, in order to attend the regular meetings of our several districts.

Yours in P. F.,

FRANK A. JOHNSON.

ST. LOUIS, MO., March 7, 1888.

EDITOR MONTHLY:—As the time approaches for our next annual convention, and as I am not a delegate thereto, I desire to express my views with regard to certain proceedings. At the last annual session the following was enacted:

Article 4. Section 15. Page 26. Statutes.

CIRCULARS.

"It shall be unlawful for any member of the O. of R. C. to write, print or circulate, or cause to be written, printed or circulated, any letter, circular or paper of any kind whatsoever, that will in any degree endanger ill feeling or create any suspicion among the members of the Order, or cast any reflection whatsoever upon any brother, and anyone so doing shall be considered as having violated his obligation, etc., etc."

The vote was immediately followed by a motion to reconsider, followed by a motion to lay the motion to reconsider on the table. The latter having carried, any reconsideration of the matter at that session was prevented.

I am thankful that it can be reconsidered at the next session. It ought to be repealed, for no matter how moral a man you may be, no matter how good or honest your intentions may be, no matter how much good a written communication from you might do in the Order, no matter what gross abuses may come to your notice, no matter how much you may feel it to be your duty to expose the guilt of an unworthy member, you cannot give honest and free utterance to your pen without incurring the fear of expulsion from the Order under the provisions of this law (?). For, mark you; the law does not provide that the act complained of shall be *wrongfully* done, or that there shall be an *intent to injure*. You have to but write and another suspect, or to declare that your act has "cast any reflection whatsoever upon any brother, let him be who or what he may, good or bad, worthy or unworthy—deserving or undeserving, and, presto,—you have violated your obligation!

"Freedom of speech and the liberty of the public press," are among the inalienable rights of every American citizen. Reflection upon this doctrine will carry your mind back to the days of '76. I did not expect to hear its principles publicly controverted in a convention of railway conductors. I doubt if you can enforce such a law. Does it not conflict with the assurance given before the obligation is taken? Is it not at variance with the constitution of the Order? It is certainly contrary to the constitution of the state in which the Order is incorporated and that of the United States. And, hence, I believe, void and of no effect. Except that it stands in the pages of our statutes an open confession to the public that we are unwilling to entrust ourselves with the privilege of expressing, *fearlessly*, our honest sentiments, in whatsoever manner we may think necessary. I think I could successfully defy this parody on law!

And I will here say to the divisions of the Order and to the members of the same (giving an *opinion* for what it may be worth.) Express your convictions division to division, member to member, in any manner most *convenient*, and, *so long as you keep within the purview of your obligation*, as it stood before the enactment of this *travesty*, you will be held blameless, and if the Grand Division deprive you of your charter or if a subordinate division deprive you of your membership, in any such case you can have from the courts a writ of *mandamus* to compel restoration.

— Is not our obligation a sufficient protection against the willful and malicious circulation of evil report—if adherence to it be enforced? Does not the application of this monstrous *gag law* screen the machinations of the evil doer by hindering the actions of the justly inclined?

It may be assumed by some who differ with me, that this law goes no further than the obligation and is only auxiliary and explanatory—a sort of admonition. Such is not the case, and none will take such a view who correctly estimate the effect of a statute.

In order to show a violation of obligation is necessary to prove that the act complained of was done with *intent* to accomplish the injury, or to raise a presumption strong enough to satisfy the minds of the division that there was such intent and injury. The defendant would have the right to introduce evidence to destroy such a presumption and the division could determine the actual merits of the case. Let us see the effect of a statutory law. These are interpreted literally—with a few exceptions which cut no figure here—you have only to prove that the act which the law prohibits has been in fact committed and that the results you are forbidden to produce have (any of them) followed. We are told that the law in question is intended to advance and better the Order, to educate us out of petty spites and prejudices, to cause us to take advanced views and to prevent the stirring up of discord, etc., etc. Now let us see how its application can defeat its objects. We will suppose that a worthy member is in possession of certain information which causes him to believe that many, or all, of the ills above mentioned are about to result from what he conceives to be the misconduct of a grand officer or other member or members must remain silent or go the length of preferring charges? Should it not be his privilege, and duty to write, if there be no better means of communication, and give his information by letter to those who are in a position to investigate? Who can be wrong if he do so openly, honestly, in good faith and to the best of his information and belief?

We will suppose that he does so. We will even suppose that he prefers charges against a member, if you hold that he can adopt no intermediate course. We will suppose that the information furnished leads to the exposure and suppression of evil, or that the charges are sustained and the guilty punished.

Now see how this law may be applied to discourage the good element from attempting to expose and punish the bad. To illustrate: A. writes a communication as above. Now comes B. and prefers charges against A. for violation of the law in question, alleging that the letter so written did as a matter of fact cause ill feeling and create suspicion among certain members.

At the trial A. admits that he wrote the letter. B. proves by C., D. and E. who are (however unworthy) members that the suspicion and ill feeling was, as a matter of fact, created thereby.

A. is proven guilty under the law. He cannot be heard to justify his conduct. The division must ignore the law made by a supreme power for its government or expel him.

[Courts have always held that the truth of the supposed libel can be shown and if shown is a competent defense.—Ed.]

Hence I say you must remain silent or incur the risk of expulsion.

The creating of this rule was a step in exactly the wrong direction. With liberty to speak and write the good sentiment will overcome the bad. The more clearly and publicly a member can be permitted to express himself, the more thoroughly and effectually he can be set right if mistaken; the more certainly he can be found guilty and punished if he deserves it. If a member have aught against him, the more openly he declare it the more certain and effectual will be your exoneration, if innocent—only the guilty tremble when assailed. If we have members who are inclined to let their evil passions run riot in the Order, in God's name give them rope! The use they will make of it is obvious. But why continue? The axiom that "true speech and the liberty of the public press" is the greatest terror to those who contemplate evil is too well established to need support at my hands. Don't attempt to deny us all these great privileges because you suspect that some will abuse them. If any show themselves unworthy punish them!

I am afraid this communication is too long but as I don't trouble you very often I ask your indulgence in regard to a different matter. It is old and time worn. It has been written thread bare and yet it is nearer my heart than any other, and I am sorry that it is not so near the hearts of all, as to make my urging it unnecessary. I refer to the matter of attendance at division meetings. Now don't throw down the paper in disgust. I am not going to scold you. I am not about to cry aloud; see me how upright I am! No. I am going to remind you how weak and powerless any one member is. I am going to ask you to contemplate how powerful for good a whole division of units like your self and myself may become if we will only meet together. All the good accomplished in the whole Order is subservient to this one thing of attendance. Without it we stagnate. With it we can accomplish more good to ourselves—and others than any labor organization under the sun! This is a broad statement but its true. Why? Because our principles are such as more nearly comport with the law, human and divine, than those of any other.

All we require is a unanimity of attendance when these principles are inculcated and the rest will follow. By a unanimity of attendance, of course, is not meant the presence of every member who by a reasonable effort can be there. There will be no great majority of members present without some sacrifice at first. I do not believe we have a member who does not love the Order and who does not earnestly desire its prosperity.

The great difficulty, with alas too many, is that this love and interest lies dormant. You will see it flare up and burn brightly when some brother, who perhaps seldom attends meetings, hears the Order assailed. The great question for us all to consider is how to arouse this dormant spirit and bring it to the division room.

Regular attendance is a question of interest and interest is a natural result of regular and continued attendance.

Bring any new member or old member five consecutive times to a well conducted division and it ought to be possible to arouse his interest in the work and in the affairs of the Order as to cause him to prefer division meetings to other places. Therefore I would suggest that the regular attendants devote as much time as possible to securing the presence of these dormant members. Try by all means in your power to arouse their interest so as to bring them in and when you have them there seek to interest them so as to insure their coming again. Talk with them on all favorable occasions about the work. Tell them what took place at the last meeting and what is expected at the next. Figure with them as to where they will be on the day of meeting and when you discover that they will be where they can attend, get them to promise to be there. Arrange to meet them if possible and go with them. Call for them at their houses if they will let you. Choose some work for them to do and urge it upon them to be there and do it. Make them feel that they are necessary to the division.

The next question is how to interest them when you have secured their presence.

Don't let them sit back unnoticed while you run after the shining lights who may be present. Bring these shining lights and your own refulgence to bear on the new comer. Show him that you are aware of his presence and glad of it, that you appreciate its value. Post him and educate him where he falls. Commend him and praise him where he succeeds—make a brother of him.

One of the surest means of interesting all present is by conducting the work and the business of the division in a thorough, effective and expeditious manner.

You hear a great deal said about impressing the candidate, but the candidate is not so easily impressed by the work of initiation or the manner of it. He enters with the idea that he is about to pass through an ordeal. His mind is filled with wild fancies predominated by an anxiety that the ceremony should be concluded. When all is over he has little idea of anything except that he has been initiated.

The members present are the ones who are impressed by the beauties of the work. And if it be well done they will come to see it done again. Hence I admonish you; let it be done thoroughly—omit nothing. It is the completion of detail that makes up the perfect work. I have seen a fellow loaf and sham-ble through his part until I wanted somebody to kick him. In regard to the order of business, handle it as you would a switch-list. Do no unnecessary work. There is no surer way of discouraging attendance than by boring the members present by stringing out and delaying business through a want of attendance to the rules of Order. Let the C. C. look well to his station.

In conclusion I desire to say that nothing I have written in regard to the above law is intended to "cast any reflection whatsoever upon any member" who differed with me at New Orleans or who may differ still. I merely write earnestly in the hope that they will reconsider.

Yours in P. F.,

NORMAN WATKINS,
Division No. 55.

KEYSER, W. Va., March 11, 1888.

EDITOR MONTHLY—Knobley Division 183 held a very interesting special meeting March 5, with a full attendance and every officer in his seat. The C. C., S. and T. and Delegate to the G. D. from Grafton Division 190, and the S. and T. of Division 140, with several other visiting members present, after conferring both degrees on R. D. Shul, which I think was done with much credit to the officers, both of Grafton and Knobley Divisions, who assisted in the work.

The good of the Order was discussed pro and con, and much interest was manifested by all present. The question of biennial meetings of the G. D. was ably discussed. On a motion being made and seconded to have our delegate vote and work for this measure, it was lost by almost a full vote of the members present.

The next question taken up was to have a uniform system of voting for candidates for membership. On a vote being taken, our delegate was instructed to work and vote for this measure.

The third question was for the G. D. to enact a law that would place the MONTHLY in the hands of every member of the Order. This question was given a very full discussion, after which there was a motion to instruct our delegate to vote and work for a law that would compel every member of the Order to subscribe for the MONTHLY. This motion carried without a dissenting voice.

Many other questions of local interest were discussed, which made this one of the most interesting and profitable meetings ever held by Knobley Division No. 183.

The division closed at 5.20 p. m., after being in session for over eight hours with one hour for dinner.

The O. R. C. is booming on the B. & O., with strong talk of a new division. You will hear from us again in the near future.

Yours in P. F.,

J. W. MATLICK.

TOPEKA, March 19, 1888.

EDITOR MONTHLY:—Topeka Division 179 is still in the ring, and the great strike on the A., T. & S. F. is ended and all of the trainmen happy, as there was only six crews to draw pay. The yards along the line had quite a Sabbath-like appearance for four days up to Sunday eve, when it was announced that the engineers would return to work. It looks as though the engineers made a great mistake.

Sunday was regular meeting day for Division 170, and on account of the absence of our officers and members, we did not hold any. I began to think Brother D. I. Furbeck was out speeding Kit Karson, but we received the sad news that his wife was sick. We hope she will soon recover. We are sorry to hear that Brother Charles Short's little girl was sick with the scarlet fever. Our sympathy is with the family.

What has become of Brother Ramsour that he don't come up to the division room? Now, Joe, do better hereafter. What excuse will the members of Div. 179 have for not being up at the division room last Sunday, as they were all in Topeka? There are members of our division that have not been in the division room for a year, and I think such members should be fined, and if they refuse to pay the fine they should be expelled from the Order.

We were glad to see the smiling faces of Brothers A. D. Fulton and M. N. Benson again in Topeka. They say Brother Benson is going to farming if he can get his farm under a shade tree.

Brother P. G. Corry has gone to California for his health, and H. R. Brady went to Larned, Kas., for his health. (Poor Howard was off ten days.)

They say Mike Murray is looking for a partner to help him run the street car line.

Shorty Campbell is running the Pea Vine. Harry, have you had any passengers yet?

Mike McCambridge has lost his run on the Atchison division by P. O'Brien returning.

It is reported that Brother C. C. Fellows is going on the Osage City run. If it is so he well deserves it, for Charley has done more good for the Order than any member in Division 179, and has done lots of hard work for the Santa Fe.

We notice in the February MONTHLY a correspondence from Division 226 signed Hobo, and one from Horton signed W. H. F. We are glad to hear from that division.

I have not noticed anything in the MONTHLY from Division No. 11. What has become of their corresponding secretary? Would like to hear from him.

We have had a change of officers on the eastern division of the A., T. & S. F. Mr. C. L. Nichols, superintendent, has resigned to accept a position at Joliet, Ill., and while Mr. F. A. Burgess is his successor, we will say there is no man who has made more friends among every class of people than Frank, and everybody that knows him wishes him success in his new line of business. Mr. J. E. Hurley has been appointed trainmaster, with headquarters at Topeka, and and H. J. O'Brien has resigned at Emporia. That office has been abolished. Mr. J. N. Woods, assistant superintendent, will have charge of train and station service from Emporia to Nickerson.

Thanks for the complimentary notice in the February MONTHLY from Atchison, by one who signs himself F. C. W., on the dance given by Div. 179.

Yours in P. F.,

C. H. B.

THE RELATION BETWEEN SUPERINTENDENT AND EMPLOYEE.

BOONE, Iowa, March 15.

EDITOR MONTHLY:—The writer has often listened and also had inquiries made as to what kind of a superintendent you have; his general disposition toward employes and punishment in case of accidents. To my mind one of the first considerations of a successful management of the company's affairs by the superintendent is, that he should have the good will and confidence of those under him, no matter in what department of the service, because as a rule the under employe has entrusted to his care the property of the company and the transacting of its business, and this confidence can never be gained by harsh treatment or unjust punishment by being suspended from duty when mistakes have been made or when accidents occur and the cause being attributed to some

negligent act of the employees. It is true there are a few men who can best be held in subjection by rough treatment and an utter ignorance of their rights by the superintendent, but the number are less in the lower grades of the service is comparatively small, and the writer knows personally of a few superintendents whose lack of education and ignorance of human nature cause them to believe that the employee has no rights which they are in the least bound to respect, and the time will come when they will realize that it is a serious mistake, both for themselves and the best interest of the company who has left the management of its affairs in their hands.

Now, we believe that the faithful employee will always obey the company's instructions, carefully look after its interests and avoid the negligent use of company property, and use every means to prevent accidents and endangering the company's best interest.

And I wish to be understood as speaking more particularly of employees in train service. Of course we are free to acknowledge that there are men in train service who seem to have no regard for the company's welfare, and whose sole ambition is to know that every thirty days that the pay-car has arrived. But we don't think it possible where many men are employed to entirely avoid getting a few of this class mixed in. We unhesitatingly say that there never will be a time in the history of railroading when men will always allow their best judgment to dictate the course they should pursue, and a failure to do so thereby cause accidents and bring trouble upon themselves.

We assume the reader will grant that we are human beings and susceptible of making mistakes. I have no defense to make for gross carelessness of employees, and that they should not be immediately dismissed from the company's service whenever an occasion demanded such a course; but on the other hand I will always have a voice against the inflicting of unreasonable punishment by a superintendent when mistakes or accidents have occurred. We are told that punishment by suspension from duty is done for the purpose of having good discipline and enforcing obedience to the company's instructions, and to prevent other employees from making the same mistakes, but we say that when, ever the superintendent abuses the confidence reposed in him by the company, and is tyrannical in the use of his authority by inflicting unreasonable punishment for trivial mistakes or accidents, that right there punishment ceases to have the good effect for which it is designed, and the employee naturally loses respect for the man placed over him, and an utter disregard for the company's welfare inevitably will follow.

Men who have manhood and personal independence naturally feel when they are unjustly treated by a superintendent, that they are simply employees at sufferance, and that he has no regard for their rights; neither does he concede that they have any.

Another thing: It is the universal rule that the under superintendents are the men whose disgustingly display their want of common sense and decency in their contact with employees by imagining that if they should give one a respectful hearing on any subject, or manage to recognize the employee in some slight way, that then he has cast aside his dignity or compromised his standing, too ignorant to realize that if he should give the employee just recognition on all occasions that he would always insure the good will and confidence of the men under him, and discard the idea that he is "monarch of all he surveys."

We don't for one moment advocate familiarity between the superintendent and employee, but to our mind there is a broad distinction between respectful treatment which is due every one and familiarity.

One word more, and that is as to the discrimination made in punishing employees for the same offense and where both are held equally responsible in the management of business. We refer especially to conductors and engineers. Why is it that for the same offense where the company's rules hold them equally, that the conductor should be suspended 30 or 60 days and the engineer 10 or 20, and in many instances the engineer not suspended at all? By what process of reasoning the superintendent can reach such a result no doubt will ever be a mystery to any one except to the man who has such a broad mind as to make such a decision.

After several years experience in train service under different superintendents, I have reached the conclusion that where a proper regard for the rights of employees is observed, the company has invariably secured from them their best

capacity to perform the duties imposed upon them, and where they are ignored dissatisfaction always exists. Simply because a man may have sufficient ability to successfully manage the business of a railway corporation, is no argument, in our estimation, that he is any better in many respects or entitled to a higher regard than a good many under him who, no doubt, are capable of filling better positions but never have an opportunity for so doing. We don't wish to be understood as saying that the employe should not fully recognize the superintendent's authority. On the contrary we believe he should do so under all circumstances.

FAIRPLAY.
Boone Div. No. 34.

PANAMA, March 15, 1888.

EDITOR MONTHLY:—Have you ever heard of the Panama railroad, or from any of our boys who are running trains here? I will venture to say that it is the busiest, best-equipped and best managed little road in the world; only 47 miles long; running from Aspinwall (Colon) on the Atlantic side, following the Panama canal across the isthmus to Panama on the Pacific side.

Col. A. L. Rives, formerly general manager of the Richmond & Danville system, is our general superintendent. He is a perfect gentleman and a railroad man of great ability. He is very kind and considerate, consequently universally admired and respected by his employes.

Mr. J. R. Allen, assistant superintendent (at present acting general superintendent) is undoubtedly one of the coming great railroad men. Only a few years ago he was operator at a small station on the R. & D. railroad. His sudden rise, step by step to his present exalted position, can only be attributed by his untiring energy and genuine merit.

Our master of transportation, Mr. W. M. Legg, is the right man in the right place, his railroad career having commenced as brakeman on the I. C. railroad in '78, and in a short time was promoted to conductor, and for several years past has successfully filled this position on different roads throughout the United States and Mexico, and has proved himself to be a well informed railroad man, displaying admirable judgment and efficiency in the discharge of his duties. In the spring of '84 he became a charter member of the City of Mexico Division No. 159, O. R. C., and is a zealous worker for the advancement and prosperity of the Order. He fills his present position to the entire satisfaction of his superior officers.

For his continued advancement and success, he has the cordial wishes of all his friends and brothers on the isthmus. It would be a hard matter to improve on his system of running things.

Thanks to the present management, the road is in a more prosperous condition now than ever before. Owing to quarantine restrictions on the South Pacific coast, the traffic is not so heavy as in former coffee seasons, but we have a busy time of it at any rate—three passenger trains of four to six coaches, one mixed and six to eight freight trains of fifteen loads each way daily.

There is more O. R. C. boys here now than at any time previous. Prior to the Rives' administration the B. of L. E. run *both* ends of the train, but I am proud to say the O. R. C.'s run their end now.

I beg space to name the brothers. In the passenger service: J. J. McCaughy, Div. 199; R. H. Cathey, Div. 199; H. O. Bear, Div. 132; B. F. Lindsey, Div. 210; W. M. Taylor, Div. 123; Z. T. Underwood, Div. 140; J. W. Mutter, Div. 108; Frank Mathers, Div. 3. In freight service: George Clark ("snow shoes,") Div. 47; J. C. Broad, Div. 149. There a number of others who are running trains not members of the Order.

We are all readers of the MONTHLY, and regret that we cannot be heard on the license law question now before the House. We can at least offer our best wishes for the success of your efforts, and trust that it may become a law. We think this method will bar out "Jim Crow" railroad men, and give men of merit a better show.

With best wishes for the welfare and future prosperity of the Order,

I am truly yours in P. F.,

R. H. C

BUTTE CITY, Mont., March 2, 1888.

EDITOR MONTHLY—The grim Phantom has lately appeared in our vicinity, and removed from our ranks one of nature's nobleman, Frank E. Minty, a worthy member of Division 209, O. R. C. About six weeks ago he was injured by being thrown against the window of the caboose cupola, but was around in a few days apparently all right.

He then went to Denver and was married, and after a short trip, returned to Butte, making the home of Brother Murray Miles his temporary residence. Not feeling as he thought he should feel, he had his head examined, and it was decided that some undue pressure was bearing on his brain, the result of the accident a few weeks previously. An operation—trepanning—was performed, from which he never rallied.

A few days later, in spite of the unceasing care of his loving wife and the untiring watchfulness of Brother Murray Miles and his wife and the best medical skill obtainable, the soul of Frank Minty passed away into the dim beyond, beloved and mourned by all who had the pleasure of his acquaintance. By the untimely death of our lamented brother, whose loss we deplore and whose memory we revere, the Union Pacific railway has lost one of its most valued conductors, the Order of Railway Conductors one of its best members, and his fellow-workers a true and faithful friend.

His remains were followed to the depot by nearly the entire staff of the Montana Union railway. The yard was deserted, the busy switch engines stood still, and all was quiet and still in what is usually a very busy and noisy yard. With solemn tread, bowed heads and sorrowing hearts, conductors, engineers, firemen, brakemen, switchmen and officials followed the hearse to the depot. Before loading the casket containing the remains into the baggage car, enroute to Denver for final interment, the lid was raised to allow all who wished to take a last look at the beloved features of Frank Minty.

The Brotherhood of Railroad Brakemen turned out to a man, and at a meeting held after the funeral, passed resolutions of condolence to the broken-hearted widow and relatives of the honored dead.

The mother and brother of our deceased member were summoned to the side of their dear one, but arrived too late by one day. They missed connection with the regular train at Garrison, and were tendered a special train to bring them to Butte, thanks to the courteousness of Trainmaster Burns and Chief Dispatcher O'Brien, to whom the O. R. C. are heavily indebted for the many marks of favor shown to the memory of our lamented brother, his widow and relatives. The latter were given the use of the private car of Superintendent Ressique, of the Utah & Northern railroad, on their sad mission to Denver, where the remains were finally interred.

Brother Minty was heavily insured in favor of his mother, who unhesitatingly resigned her claim in favor of the widow. Such magnanimous acts are indeed refreshing in this degenerate age, and I wish to mention that when the officials of the Montana Union road decided to run a special train for the relatives of the deceased, they were short of a suitable engine. Engineer Jacobs, of the Utah & Northern, learning the above facts, instantly volunteered the services of his engine, fireman and himself, free of charge. Comments on such acts are not necessary, as they speak for themselves.

Should any O. R. C. man ever meet Mr. Jacobs, bear in mind that such as he is rarely met with, and that a kindlier or warmer heart never beat.

W. B. Green, C. C. of Division 209, had charge of the sad affair, assisted by Brothers Murray Miles, Flanders, Fairall, Daly and C. W. West.

Murray Miles laid off work, and nobly assisted by his wife and young Mrs. Minty, did all that love could suggest to prolong the stay of their loved Frank.

"After life's fitful dream, he sleeps well."

The O. R. C. are heavily indebted to Lodge No. 151, B. of R. R. B., particularly so to their worthy Master, T. T. Slatery; the officials of the Utah & Northern and Montana Union railways; Engineer Jacobs, and last but not least, the entire yard force of the Montana Union railroad in Butte.

Yours in P. F.,

MONTANA.

BELLE PLAINE, Iowa, March 18, 1888.

EDITOR MONTHLY:—A special session of the Grand Division of the Order of Railway Conductors was held in this city on the above date for the purpose of organizing Belle Plaine Division No. 228. The Grand Division was opened in due form in the second degree at 10:35 a. m., by Brother F. Champlin, of Boone Division No. 34, appointed by our G. C. C. to act as D. G. C. C. The following officers were appointed assistants by the D. G. C. C.:

W. B. Robinson, charter member, D. A. C. C., W. P. Foote, of Boone Div. No. 34, G. S. and T.; B. F. Shirliff, S. C.; Thos. Gavin, charter member, J. C.; Ira Dayton, charter member, I. S.; Geo. H. Knight, of Boone Div. No. 34, O. S. Members to form Belle Plaine Div. No. 228 was then read and placed on record:

H. B. Robinson, William Anderson, Thos. H. Gavin, Geo. H. Swinney, Ira M. Dayton, C. E. Helmer, J. W. Dolan, Jos. Weidman, John Moran, C. E. Quackenbush, D. Butterfield.

The D. C. C. appointed for tellers at the election of officers: H. B. Robinson and B. F. Shirliff.

The following officers were duly elected: Brothers B. F. Shirliff, C. C.; H. B. Robinson, A. C. C.; Wm. Anderson, S. and T.; Thos. H. Gavin, S. C.; John Dolan, J. C.; Ira M. Dayton, I. S.; Geo. Swinney, O. S.

The officers were escorted to their respective stations and entered upon their duties.

The ballot being spread, the following candidates were balloted upon: D. Butterfield, Jos. Weidman, John Morn, C. E. Quackenback. The ballots being clean, the above candidates were declared elected.

Division No. 228a t 12:45 adjourned for dinner until 2:30 p. m.

Division reassembled and was duly opened at 2.50 p. m. Mr. Quackenback, Moran and Butterfield being in waiting, were initiated in the first degree. Brothers Quackenback, Moran and Butterfield being in waiting for the second degree, were duly promoted to the second degree.

F. CHAMPLIN,
S. D. G. C. C.

CAMDEN, N. J., March 26, 1888.

EDITOR MONTHLY—I feel constrained to write a few lines to you on matters of importance at this time, and I trust that you will allow them to go to the readers of the MONTHLY and members of the Order at your earliest convenience. I must say a word in defense of myself and also of many of my brothers in this vicinity. I notice with regret that, in speaking of the opponents of the license bill, in the MONTHLY, you invariably speak of them as being either influenced by the engineers or members of what was Division 123 of our Order. This latter clause applies, of course, to only those in the vicinity of Philadelphia, Pa., and you do not give us any credit of having minds of our own, or of thinking for ourselves. We are not children nor imbeciles, and should at least be given credit for being opposed to it from principle and for what we believe to be good and sufficient reasons.

I contend that to the men on the P. R. R. system it would be of no advantage whatever, and we do not think that we should be taxed and discriminated against to benefit some other portion of our Order. We contend that it is not necessary, and that the trouble could be obviated in a much easier, more unanimous and satisfactory manner.

In the first place, we did not talk this matter over with our engineers, and I am not personally acquainted with but one former member of what was Div. No. 123, and he is now a member in good standing of Div. No. 204, and also he is non-committal on this question. There was opposition to this bill in our division from the time it was first mentioned, and after the allegation was made by yourself and others, that those who opposed it had never read it, we took to reading and discussing it, with disastrous results to those who championed its cause.

A number of our members were favorable to it at first from relying on the

judgment of the Grand Division and for no other cause. Our relations with our companies are very pleasant and satisfactory, and we do not wish to support any measure that would tighten the lines and have them discriminate against us and set a premium on not being an O. R. C. man.

I, as Chief Conductor of my division, would not allow the many circulars opposing the bill to be read, because we were loyal to the Grand Division and kept our feelings under restraint. But after the bill had been reported upon adversely by the committee, we felt as though we had a right to take it up and act upon it, in case it should come up in the future, and out of 30 members present, every member voted no license.

I agree with the champions of the bill, that every man should serve an apprenticeship before he is put in charge of a train, and that there should be no favoritism, but as securing men in their positions and increasing their salaries, the first remains with us, and the other with both ourselves and our superior officers, as no company is going to discharge an honest, sober, careful man with a good record to make room for a green hand, and the best way for us to get our wages raised is to do our full duty, make ourselves thorough and competent, and go to the proper authorities and show to them in a manly, dignified way that we are entitled to and deserving of what we ask, and we will either get it in that way or not at all.

I would suggest that if the Grand Division is desirous of doing away with favoritism and elevating the standard of conductors, by increasing the number of experienced men, let them prepare a bill requiring a conductor to have served as a brakeman two years and one at least on a freight train. Let them fix the penalty for violating the same, and the proper channel through which to enforce the penalty, and there would be plenty of conductors and the brakemen to a man to see that it was not evaded. Then let it be put in the hands of some congressman of ability who is favorable to a project of this kind, (and one could be found, notwithstanding all talk to the contrary.) Then let the Grand Division issue blank petitions to all divisions, or to any trustworthy person, and I am satisfied that nearly every man in the Order would support such a measure, besides a good portion of the general public; and we would not involve the Grand Division in much debt, nor give an opportunity to any one to say that we were creating fat offices for our members. And last but not least, we would not have any license fee to pay. This is a simple, but I contend, a very effective way in which to dispose of this vexatious question.

I only write this since being satisfied that further action is being contemplated by members of the Grand Division.

Hoping that this may meet with sufficient favor as to insure its publication, and that every reader of the MONTHLY will see it, and think over it, and if you can spare a little of your valuable time I would be pleased to hear from you in reference to the matter herein contained, I remain

Yours in P. F.,

L. C. SHEPPARD, C. C.,
Camden Div. No. 170.

Rome, Ga., March 4, 1888.

EDITOR MONTHLY—Rome Division No. 230 organized February 12, with nineteen charter members. We have secured the Knights of Honor hall, which is the most convenient location in the city, handsomely furnished, and everything arranged so as to just suit our work. We certainly have a bright future before us.

Our members are mostly from the E. T., V. & G. railroad, but we will soon have others from roads which will shortly be finished to this city.

Our members all seem to take a very deep interest in this division. We have only had one meeting since we organized, and are not yet in good working order, but if any worthy brothers have occasion to pass this way, remember we will be pleased to see them.

Our division meets the second and fourth Sundays of each month.

We have started a club for the MONTHLY, and will send forward the names with cash in a few days.

Yours in P. F.,

ROME DIV. No. 230.

VICKSBURG, Miss., March 27, 1888.

EDITOR MONTHLY:—I was instructed by Brother C. N. Bell, D. G. C. C., to advise you that a special meeting of the Grand Division of the Order of Railway Conductors held in our city on March 25th, that he organized a division that has selected the name of Vicksburg No. 231, and the following is a list of our charter members:

A. A. Sharp, I. T. Savage, D. Morgan, R. T. Porvell, C. T. Glenn, G. E. Strohecken, B. T. Laurence, B. Allen, W. F. Narrell, A. L. Jaquith.

Our officers are: I. T. Savage, C. C.; G. E. Strohecken, A. C. C.; A. L. Jaquith, Secretary and Treasurer; R. T. Porcell, S. C.; B. Allen, I. S.; D. Morgan, C. S.; A. A. Sharp, delegate to Grand Division; I. S. Savage, alternate and correspondent to the MONTHLY.

Time of meeting, every Sunday at 2 p. m.

I am not positive that the above is all the information you may wish, but if it is not please advise me in what particular it is wanting and I will complete the record.

Yours truly,

A. L. JAQUITH,
Secretary and Treasurer.

ST. THOMAS, March 5, 1888.

EDITOR MONTHLY:—Your correspondent from Division No. 13, has been rather remiss in performance of his duty lately and has been threatened with dire penalties if he does not do better, so perhaps you will allow me to inflict myself on your readers for a short space.

Our division is still progressing I am glad to say, and we are still adding to our membership, but I cannot say much for the attendance at meetings which is not what it should be considering our numbers. We have lately lost some of our conductors off the M. C. R'y through the ministration of that dirty dog, the spotter. It was the old story. A fellow named W. Chapman who left the old country for the country's good, and who would be gladly welcomed back there (by the police) was employed in a store at a station on the line of the M. C. R'y, where he robbed his employer and defrauded every one with whom he came in contact. He was obliged to leave there but such peculiar talents as his could not fail to be appreciated and his services were secured by the special agent of the road with the above result. I might also mention that the said special agent was shortly afterward caught in the act of smuggling a suit of clothes over the frontier and was fined \$40.00 and costs. He had the sympathy of all the boys (in a horn). A similar case, only more so, is that of the Pinkerton detectives at present on trial for burglary in Montreal, true to their instinct, one of them squealed on the rest, who were caught in the act of robbing the G. T. R'y treasury vaults. The trial seems to have opened the eyes of the public to the character of this class of cattle. There were found among their papers when arrested, plans for robbing the residences of a number of prominent citizens of this city, among them that of Sir Donald Smith, the millionaire, vice president of the C. P. R'y, whose \$40,000 picture had attracted their eye for beauty. This is the same dirty gang who have been working the Canadian roads, and recently sent one of their number over the C. P. R'y with forged credentials purporting to be a broken down conductor, traveling to the Pacific coast in search of health. The cons carried him over the road, put up for his meals, and even gave him money, and were rewarded for their sympathy by seven of their number receiving the blue envelope. How long will the officials abuse the public and insult their employes by recognizing these dirty curs.

The mantle of the late lamented Leffet seems to have fallen on the shoulders of our friend the editor of the Brakemens Journal, and his strictures on our Grand Officers are very entertaining reading for members of the Order. How it does carry us back to the days of old, when four or five of us would hold a caboose convention, and after adoptin gresolutions denouncing the management, would proceed to reorganize the whole system to suit our own ideas. In one sense it does seem too bad that Mr. O. Sh— should use his pen in such a scurrilous manner, as if he is to be considered the mouthpiece of the organization; it is calculated to create a bad feeling between them and the conductors, but I will not believe this, as the members of the R. R. B. at this point are as gentlemanly lot of fellows as you would want to meet, and would scorn to use

such language, so as little things please little minds, just let him keep on blowing, it amuses him and it don't hurt us. I trust there will be no opposition to a full stenographic report of the Grand Division being taken, as I consider it due to those who cannot attend to be able to see if possible word for word what has been said and done and we shall feel the good effects of it all through the year by being better posted.

I believe there is a general impression that Canada is a land of ice and snow, but we have not felt the winter so badly in this section, and speaking from eighteen years experience, I think it will compare favorably with most places in point of climate, but I trust the brothers will not take my word for it but come over in their strength in May and judge for themselves of this "blawsted" country, and remember if they come our way that the latch string hangs outside "Conductors Hall" every Sunday at 2 p. m. and we will try and make it warm for them if they give us a call.

As discussion on amendments to the constitution are in order I hope that something will be done to change the present formation of State and Division Ex-Committees, viz: the one, two and three year clause. My reasons are that it is to be supposed that the office of chairman of executive or grievance committee, being one of the most if not the most important in the gift of the division, the members would naturally select the best man for the position and if he gave good satisfaction would desire to retain him in that position but the present law provides that each year a new man takes the place, thus depriving the division of the benefits of his experience. What is true of division committees is true of state committees, only more so, and I refer your readers to Brother Wheaton's report to the 19th session, in which he shows how much he had learned, and how much better he understood the work of adjusting grievances after a years experience. Another point is that no state committee can meet to elect their officers until after the election of officers in the division, and the state committee is thus left without officers in the interim, or in any case as it is necessary that the past officers should present a report, they would have to attend for that purpose at an expense to the committee. There will always be some members in their district better qualified than others for this class of work and when such a one is secured, retain him in his office while he continues to satisfy his constituents. I trust this matter will receive the consideration of our law makers the importance of the matter deserves.

And now, Brother Editor, for fear you should consign this rambling epistle to the waste basket I will conclude with best wishes for the continued prosperity of the MONTHLY, yourself and the Order at large.

Truly yours in P. F.,

LEE CEE.

ST. LOUIS, March 17, 1888.

EDITOR MONTHLY—Please allow me space in your columns to express my gratitude to the brothers of the Order, who belong to the Benefit Department especially, for the blessing I have this day received in the shape of a draft on the Treasurer of the O. R. C. for the amount of \$2,500, which was delivered to me to-day by Brother Babcock, our secretary and treasurer.

By an accident I lost the lower part of my leg, November 12th last, and had not my loving and devoted wife, unknown to me, paid the assessments for six months, I would not have had this pleasure of acknowledging the receipt of this benefit.

To all brothers I say, if you are not members of the Benefit Department, join at once, and then never give it up; pay your assessments. They are "bread cast upon the waters that shall be returned," says the inevitable law. And though you may never be disabled, yet when the "Pale Rider"—Death—comes along, you know you have not left your loved ones penniless and entirely dependent on the cold charities of the world.

To my dear sisters, my brothers wives, I say: Insist that your husband be a member of the Benefit Department, and if he don't pay the assessments promptly, do it for him and charge it sundries in the store account for his benefit.

Again with thanks I will close with my best wishes for the prosperity of our noble Order.

Truly yours in P. F.,

THEO. BLUEDORN, Div. 3.

ST. ALBANS, Vt., March 21, 1888.

EDITOR MONTHLY:—After reading your number for March, I made up my mind to make a suggestion to you. The suggestion is this: In publishing fraternal contributions take them in rotation when any have to be put over until the next month. Then contributors can consistently be asked to be patient. But when a contribution is left out in the cold and others published that were written more than thirty days later, then the contributor begins to think you do not care to hear from him again. But as I am not of a sensitive nature and have some cheek, I venture to make the above suggestion, and I am of the opinion you will agree with me. While many contributions may not amount to much, nevertheless the contributor wanted it published or he never would have wrote it. And inasmuch as you invite all to contribute, give them all a show and publish all contributions in rotation. I am well aware of the fact that an outside party can often run any business much better than the person who is paid to run it, (in their mind). Therefore I offer this suggestion.

Well, as I have released my mind on the above subject, let us look into the subject of license. What is the matter with the kickers? What! Are they afraid to stand up before any one and be examined on practical railroading? And members of the O. R. C., I am surprised, I am ashamed to be compelled to think this of any member of the Order, but I cannot for my life find or think of any other reason. And what is quite as much a surprise to me is to see brakemen working against it. Why? I don't think they know. I presume they think they know, for I am satisfied many of them are sincere in their belief. But they are much mistaken, for to my mind no class of railway employees will reap a greater benefit from the license law than the brakemen. Should the bill pass the practice of putting political friends on to the best runs, or, in fact, on to any runs, must be stopped, and good men who have run as brakemen on *freight trains* two years will be the fellow who will be on top. I would ask, does this help the brakeman or does it injure him? Our argument is, that our superintendent or trainmaster is a better judge of our qualifications than any one. I do not see anything in the law to prohibit your superintendent or trainmaster from choosing his men just the same as he does now, but it makes his confidence double when you are weighed in the balance and *not* found wanting. Better far be weighed before you start than to be weighed after the front end of your engine has gone on your rear end with a smash, for I am of the opinion the examination will put men on their guard. Men will brace up and pass a good examination, when if they knew there was to be no examination, would not brace up until they were in trouble, then it would be a trifle late. Boys, don't go back on license. It is just what you want; it is what the railways want; it is what all fair-minded men want who understand its provisions. I don't pretend to understand it all, but I understand enough to satisfy me it is a good thing, and I want it, and I think I am safe to say nine-tenths of our members want it.

Having again relieved my mind, I will still further unload a little in regard to scabs (so-called) taking bread from the mouths of strikers. I want to ask, how many families of trainmen, yardmen and freight house men, striking engineers take the bread from? I think I am safe to say there is ten persons to every striker. Now, then, how many does the so-called scabs deprive of their daily bread? The average family is about five persons, therefore the so-called scab cannot deprive only one family of five, while the striker deprives the families of at least two brakemen, one conductor and one fireman, making four families of five persons, or, at the least calculation, twenty persons. I said ten to give them a fair show. Now, then, let me ask, who is the scab? Who is doing the most good to the largest number? I don't think it necessary for me to answer. Figures won't lie. Boys, stick to your text. Don't strike and deprive any one of the chance to gain a livelihood. Don't strike and have a so-called scab be the means of helping those you have taken their means of gaining a living away. Stick to your text, scab or no scab. Work for the best interest of your employers and you are then working in your own interest and everybody's interest.

Yours truly in P. F.,

N. E. D.

Roodhouse, Ill., April, 1888.

EDITOR MONTHLY:—At a regular meeting of Roodhouse Division No. 97, held in their hall, March 25, 1888, the following preamble and resolutions were read and unanimously adopted:

PREAMBLE.

WHEREAS, It has become necessary for our Superintendent, S. D. Reeve, to tender his resignation to the management of the Chicago & Alton Railroad, and

WHEREAS, Said resignation has been accepted, and we are forced to part with our Superintendent, therefore be it

Resolved, By Roodhouse Division No. 97, Order of Railway Conductors, 1st. That we regret very much to lose an efficient officer and thorough railroad man as Superintendent Reeve, we hope his duties will throw him in pleasant places. We take this method of expressing our appreciation of his kindness and affability as Superintendent.

2nd. That while we regret to part with him, still our best wishes and kindest regards go with him wherever he goes, and will bid him a hearty "God speed" in all his laudable undertakings.

3d. That a copy of these resolutions be forwarded to the Conductors' MONTHLY for publication and a copy forwarded to Supt. S. D. Reeve and Genl Manager C. H. Chappell.

J. M. BOYDEN,
J. L. BOGGESS,
THOS. TRAINOR,
Committee.

LA CROSSE, Wis., Feb. 28, 1888.

Geo. J. Johnson, Esq., La Crosse, Wis.,

DDAR SIR AND BROTHER:—We, the undersigned, members of the Order of Railway Conductors, La Crosse Division No. 61, and employes of the Chicago, Milwaukee & St. Paul railway company have learned with sincere regret of your recent resignation of your position as yardmaster of the Chicago, Milwaukee & St. Paul railway company, which you have held for a period of eight years last past, many of us having worked under you all this time.

We regret exceedingly that you have felt impelled to take this step because of ill health, and we desire to express to you our sincere thanks for the many kindnesses you have shown us in the past, and for the able and efficient manner in which you have performed the duties pertaining to the conduct of the business of the company, while at the same time you have retained the good will of all the men in your employ, treating them in such manner as to make them your friends, while performing your duties with impartiality and in the interests of the railroad company.

Our relations have always been pleasant, and we hope that in the future wherever you may find it for your interest to be and in whose ever employment you may be engaged we endorse you most cheerfully that prosperity may attend you. You have our best wishes and our hopes for your success in whatever undertaking you may engage in in the future and any courtesies shown you will be appreciated and reciprocated.

Yours sincerely in P. F.,

S. N. CHASE,
A. C. C. No. 61.
J. L. COOK,
S. C.
J. E. YOUNG,
C. C. No. 61.
WILLIS WADE,
P. C. C. No. 61.
CHAS. OLSON,
J. C.

LADIES' LITERATURE.

THE PATTER OF THE SHINGLE.

BY OWEN SCOTT.

When the angry passion gathering, in my mother's face I see,
And she leads me in the bed-room—gently lays me on her knee,
Then I know that I will catch it, and my flesh in fancy itches,
As I listen for the patter of the shingle on my breeches.

Every tinkle of the shingle has an echo and a sting,
And a thousand burning fancies into active being spring;
And a thousand bees and hornets 'neath my coat tails seem to swarm.
As I listen to the patter of the shingle, oh, so warm.

In a splutter comes my father—whom I supposed had gone,
To survey the situation and tell her to lay it on;
To see her bending oe'r me as I listen to the strain,
Played by her and by the shingle in a wild and wierd refrain.

In a sudden intermission which appears my only chance,
I says: "Strike gently, mother, or you'll split my Sunday pants."
She stops a moment, draws her breath, the shingle holds aloft,
And says: "I had not though of that, my son, just take them off."

Holy Moses! and the angels, cast thy pitying glances down,
And thou, oh family doctor, put a good soft poultice on;
And may I with fools and dunces everlastingly commingle.
If ever I say another word when my mother wields the shingle.

OTTUMWA, Iowa, Feb. 28, 1888.

EDITOR MONTHLY:—I have just been reading your journal. This year is the first we have taken it, and we like it very much. I see you have a Ladies' Department, and am glad we are not shut out of a work we no doubt all feel such an interest in; and as I sit here waiting for the return of my husband from the depot where he with several of the O. R. C. and other men have been on guard for the C., B. & Q. company all day, on account of the strike of the locomotive engineers, I thought I would send a work of encouragement. I have long had the cause of railroad men at heart, and am satisfied they do not get one-half the honor

due them. I am anxious to see them stand by each other and rise as one man to the exalted position which their dangerous and responsible life should demand.

I am pleased to see the MONTHLY does not encourage strikes. It seems unreasonable that this strike should occur when those men draw most of the money, and the poor conductor must bear all the responsibility and then get a whipping in the shape of ten or fifteen days if the engineer lets him through a switch or some other trivial thing, and not only him but the wife and children must suffer, while the engineer goes on drawing his wages. How is a man to educate his children and make a proper living for them if this state of affairs goes on, I should like to know? But I must be brief or I shall find the waste basket. I hope to hear from many of the ladies. We wish to see the MONTHLY changed to a weekly.

MRS. A. W. S.

Long and patiently we waited for the February number of the MONTHLY, thinking of the great literary treat in store for its readers, confident that many of our ladies would respond to the call of "B" in the January number. But alas! for human hopes. Now, every member of the O. R. C. has a mother, wife, sister or "some other fellow's" sister, who is deeply interested in all that concerns him, then *why* can we not have a large number of communications each year from this large number of ladies who I know are interested in the work of the Order; not for *mercenary motives*, but that the principles, strictly adhered to and held sacred, as they should be by every brother, cannot help but make our brothers, fathers, husbands and friends better men and therefore better citizens.

For several years I have read every page of the magazine published by the O. R. C., and have been deeply interested in its growth. The very fact of its being a non-striking organization must be a source of pride and gratification to every loyal citizen.

Without doubt the working classes are oppressed most cruelly, many times; but strikes rarely benefit any class. For instance, a strike occurs in a coal district; coal advances to an enormous price—the rich man, however, has an abundance all the same; the *working people* are the sufferers. So it is in any other department of business. Then how does the strike benefit those whose rights they profess to be asserting?

Long live the O. R. C. and may the next number of the MONTHLY contain so many communications from "sister cousins and aunts" as to make "B" wish we had not *all* spoken at once.

GREEN MOUNTAIN GIRL.

EDITORIAL.

THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor*.

E. B. COMAN,

W. P. DANIELS,

H. HURTY,

W. SEARS, *Associate Editors*

The 20th Annual Meeting of the Order of Railway Conductors will be held in Shasburg Hall, 28 Queen Street, West Toronto, Ontario, Commencing Tuesday, May 8, 1888, at One O'clock P. M., Eastern Standard (75th Meridian) Time.

Delegates are requested to call at Headquarters in Toronto and Register their Credentials as soon as possible after arrival and save two hours' time admitting them after the Session is called to order. Please read Section 4, Article 2, Page 5, Constitution.

CORRECTION.

We were in error in our statement in the April number that the Order was the only non-striking association of railway employees. The Order of Railway Telegraphers are upon the same basis as the Order of Railway Conductors in every particular, and we are pleased to note that it is fast coming to the front as one of the staunchest in the service.

1887.

From reports on file in this office we are able to glean much information which is of interest to our members. Our gain in divisions during the year was twenty-four, and a net gain in membership of over 1600, giving us a membership of over 12,000 in round figures. Our MONTHLY has with regularity reached over 8,000 subscribers, while \$129,000 has been paid this office to the widows and orphan children of deceased members and to disabled members while \$20,000 has been paid from division treasurers direct to the relief of our members, a grand total of

\$149,000. Is it possible that there is a member of our Order who is not proud of this record, in fact the most prosperous year since we were organized. Our incorporation has been secured and all divisions are now in a position to do business on a business basis and being the only organization among railway employees that are so organized we can feel justly proud of our position.

The efforts of former employees of the C. B. & Q. R'y in the interests of the train mens union will meet with poor success in face of the facts of the past two weeks. Their endeavor to use members of the switchmens union and B. of R. B. to pull their lost cause out of the hole that they had got into presents a remarkable view, incidently "we don't attend to our own business" as much as we did, and it is sincerely regretted that men lost good situations in this instance and are now receiving the cold shoulder by both the company and the strikers. However, no one is at all surprised at it for this is the course usually persned by that organization. Our associates, the brakemen, are too intelligent and are too well conversant with the ways of these people to give ear for one moment to their honeyed words of "we will stand by you," "we will take care of you," etc., etc. They have heard them before and know full well what they mean and all can depend upon it that union of all train employees will not be formed and if formed by a part will be met by legislation that will prevent such acts as have brought the past strike into ill repute and turned the tide of public opinion against it.

LEGAL.

The stand taken by the brakemen on the Chicago, Burlington and Quincy have made for them a lasting reputation, not so particularly on account of their work for the company, they have been true to themselves; they have given all to understand that they were no man's collar, but so far as their situations were concerned they would do as they pleased; even, if necessary, to the surrender of their charters to the B. of R. B., of which many were members, and this against a tremendous pressure, not only by the striking engineers and their sympathizers, but through the lines of their organization. The slurs and jeers have no terrors for them; they have continued on their way rejoicing, and to-day have the sympathy and support of all good men. They have cut loose from the hoodlum element in the service and in future will meet a just recognition for their loyalty to themselves and their families. The Order of Railway Conductors are the best friends the brakemen have ever had,

and in time they will all understand it, and it can be shown in truth where the Order has, through its members, advanced their interests in a greater degree than their own organization.

Time will develop the fact that our Order, and the conductors in general, are always glad to help worthy men in their struggles for the betterment of their condition when accomplished by legal means. There is not one of the officers of the Order but graduated from brakeman, and know full well what they have to encounter in their extra hazardous position. We may again be brakeman, and with this before us we most certainly would be peculiar persons if we did not fully sympathize with them in their trials, and when a fair understanding is reached we feel sure that we will be found much nearer the brakeman's interest than many would have them believe.

AMENDMENTS.

Here you are and we invite careful consideration of all for there is merit in them.

By Brother Stegall of 148:

Be it Enacted: That the words "Reading of minutes of preceeding meeting" be inserted in order of business for divisions immediately preceeding "unfinished business" and be known as order No. 9, and that the following sections be numbered to correspond:

CONSTITUTION.

GRAND DIVISION.

ARTICLE II.

Section 1. Part 4. The Grand Assistant Secretary and Treasurer, * change the following numbers to correspond numerically:

Part 10.— To strike out all after the word "and" in the first line.

ARTICLE III.

Section 5. In the fourth line to substitute the words "five thousand" in place of the words "three thousand" dollars.

Section 7. The Assistant Grand Chief Conductor shall assist the Grand Chief Conductor in the discharge of all his duties, both as presiding officer during the sessions of the Grand Division, and as executive officer during the interim, preside in his absence from the Grand Division and from his office. In the event of his death, removal or resignation, the Assistant Grand Chief Conductor shall succeed to the office of Grand Chief Conductor for the unexpired term. The Assistant Grand Chief Conductor shall receive for his services the sum of three thousand dollars per year, payable monthly, and he shall be elected to serve for three years, provided the first term shall end May, A. D. 1889.

Section 10. The Assistant Grand Secretary and Treasurer shall be elected for a term of three years, provided his first term shall end May, A. D. 1890. He shall assist the Grand Secretary and Treasurer in all his official duties, and in case of the death, removal or resignation of the Grand Secretary and Treasurer he shall succeed to the office for the unexpired term, and he shall receive for his services two thousand five hundred dollars per year payable monthly.

Reasons: That as the law now stands there is no provision for a successor to the Grand Secretary in the event of vacancy, and the Grand Secretary needs help, to properly handle the business of the Order.

Change Sections 10, 11, 12 and 13 to correspond numerically.

Section 14. There shall be published weekly a magazine to consist of not less than sixty nor more than seventy-five pages, to be entitled The Railway Conductors Weekly, of which the Grand Secretary shall be the business manager and editor in chief, and he shall have power to contract for writing and printing with such persons or firms and for such time as he may deem for the best interest of the Order. The Grand Chief Conductor, the Assistant Grand Chief Conductor, the Assistant Grand Secretary, Chairman of the Executive Committee, and Chairman of the Insurance Committee shall be associate editors. In case of any disagreement between any of the officers connected with the Weekly the matter shall be referred to the Board of Directors for decision, and any decision rendered by them shall be final and binding upon all concerned until reversed by the Grand Division.

ARTICLE V.

Section 2. To strike out the words "and Assistant Grand Chief Conductor.

ARTICLE IX.

Section 1. Part 4. Every division shall pay annually for every member in good standing at the close of each year as grand dues \$2.50, and each member shall receive a copy each week of the Conductors Weekly. All persons not members of the Order desiring to subscribe for the Weekly shall pay \$2.00 per year for it.

ARTICLE IV.

Section 4. To strike out the whole section.

Reasons: That the State Executive Committee has been great expense to the divisions and has failed to accomplish any preceptible good; that the old plan of Greivance Committee appointed to suit each special case, with the assistance of the Grand Chief Conductor, and Assistant Grand Chief Conductor will do more to advance the interest of the Order.

STATUTES.

ARTICLE II.

Section 1. To substitute in the eleventh line after the word chief "The Chief Conductor of any division may at the request of any member who makes complaint of any unjust treatment, appoint a committee to confer with the officers of the railway by which the member is employed. This committee shall report to the division as soon as possible, and if they are unable to settle the trouble to the satisfaction of all concerned, the division may call upon the Grand Chief Conductor, and he shall assume the management of the case, and no additional compensation shall be paid for his services. In case several divisions desire to form a general greivance committee on a system of roads, the Chief Conductor of each division interested shall appoint a committee of three and they shall form the general committee, they shall elect a chairman and handle the trouble, and should they fail to adjust maters satisfactorly they may call the Grand Chief Conductor.

Section 8. There shall be in each division a committee consisting of three members, one of whom shall be elected each year, to serve three years. This committee shall act as the trustees, and financial committee, take charge of all property, make all contracts, and act as executive committee on all matters concerning the division.

ARTICLE III.

Section 2. No person shall be eligible to membership in the Order unless he is actually employed as conductor of a train on a surface steam railway, and has had at least two years experience as such, provided that any division may request a dispensation by a unanimous vote, to admit a conductor who has had only one year's experience, and upon receipt of dispensation they may proceed to ballot on his application.

Section 11. To strike out the whole section.

INSURANCE LAWS.

ARTICLE IV.

In the fifth line after the word department to substitute "and each division shall elect a local secretary, and the holding of an office in the division shall not prevent any member from holding of an office as local secretary; all local secretaries must be members of the insurance department.

ARTICLE IX.

Whenever a claim is approved by the committee, the secretary shall within thirty days from date of approval, forward assessments to the local secretaries, who shall issue notice to every member of his division whose certificate of membership is dated on or before the date of the

claim giving the name, place and cause of death or disability of person on whose account claim is made, and all other particulars. The local secretary shall assess each one dollar, except as provided in Sec. XV, collect and forward to the secretary within thirty days from date of notice and any member failing to pay his assessment shall forfeit his membership in the department, and all right to any benefit therein.

ARTICLE XIX.

The notice of assessments shall be written or printed, or partly written and partly printed, and forwarded to the local secretary who shall issue them to members, collect the money and receipt members for it. It shall be his duty to remit promptly to the secretary, giving list of delinquents, and amount paid by each member. The secretary shall receipt the local secretary for amount received, and credit each member with his payments. It shall be the duty of the secretary to make arrangements with the express companies for favorable rates on insurance remittances.

The Order of Railway Conductors of America, assembled in Grand Division in the city of Toronto, Ont.

Be it Enacted: To strike out after the word "Order" on second line, to and including the word "Service" on the third line of Article seven (7), Section three (3) of the Statutes; also strike out after word "issued" on fifth line, to and including the word "service" on eleventh line of same paragraph and Article.

The first paragraph of Section 3 of Article 7 shall read as follows:

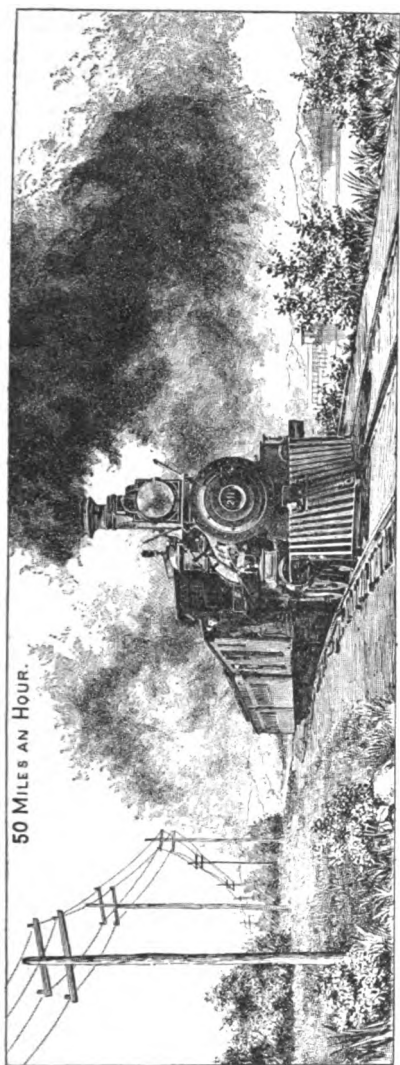
"There shall be a division card for the use and benefit of the members of the Order. These cards shall be dated January 1st, and shall expire December 31st, and be issued to those members whose dues are paid to expiration of the term for which the card is issued."

C. E. WEISZ.

Be it Enacted: That Article 3 insurance law, be amended by inserting after the word disability in the fourth line, and must be physically able to perform the duty of freight conductor.

Be it Enacted: That Article 8 insurance law, be amended by striking out in the fifth and sixth lines the words and "must be examined by a physician in accordance with instructions of the committee and Grand Secretary."

Be it Enacted: That Section 1 of Article 2 of the Constitution be amended by inserting after the word and in the fourth line of paragraph 12, representatives regularly elected representing divisions of which they are members, Grand Officers, members of the Executive and Insurance committees, and by inserting the word each, after shall, in same line.



The publishers of Scribner's Magazine announce that in the June number they will begin the series of illustrated articles on Railways, of which a brief announcement was made in the prospectus for the year 1888. The great importance and wide interest of the subject are shown by the fact that in the United States there are about 150,000 miles of railway (nearly one-half the total in the whole world, although the population of this country is only about one-thirtieth of that on the globe). These roads have cost more than \$8,500,000,000, and their earnings for the year 1887 were about \$900,000,000, of which two-thirds was expended in maintenance. From these figures it is evident what a vast amount of the capital of the country is invested in railways, and how large a number of people draw their support from this source. In the state of Illinois alone there are more than fifty thousand people who are dependent upon railroads for their occupation.

Nor is it only in their vast material importance that their interest consists; the enterprise and invention that they have enlisted, perhaps more than any other undertakings; the wonderful feats accomplished in their construction; and the intelligence, foresight, and skill called for in their working, give to everything connected with them a special attraction for all Americans.

The articles which have been planned for Scribner's Magazine will treat the whole subject from a point of view of popular interest, presenting the greatest amount of information in the most attractive manner.

Among the papers already arranged for and to be published during the year are the following :

The Building of a Railroad, by Thomas Curtis Clarke, the Engineer of the Poughkeepsie Bridge and of many great achievements in railway construction.

Engineering Feats, by John Bogart, State Engineer of New York, and Secretary of the American Society of Civil Engineers, who will write of great tunnels, bridges, curves, etc.

Passenger Travel, by General Horace Porter, the Vice-President of the Pullman Company, who will write of those conveniences which have been brought to such perfection in this country, for the comfort and luxury of railway passengers.

Locomotives and Cars, by M. N. Forney, editor of The Railroad and Engineering Journal, author of the very widely known "Catechism of the Locomotive." Mr. Forney will describe the development of locomotives and cars, and explain their construction.

There will also be articles on Administration of single roads and systems; on the picturesque and human side of the Railroad Employee's Life, and on other branches of the subject.

A great quantity of material has been collected for the illustration of these articles. In this respect the publishers have been aided generously by the leading railway companies of this country and Canada, who have put in their hands much valuable photographic material. A number of artists have also been employed in studies of characteristic scenes of railroad life and work for the illustration of each paper.

The scheme for this series of articles has received the hearty approval of many of the most prominent railroad men of the United States and cannot fail to have an absorbing interest for the great body of intelligent people who enjoy the advantages of railway traffic without an adequate idea of the immensity of the system and the perfection of its organizations.

Scribner's and the MONTHLY for only \$3.65 ; Scribner's alone to present subscribers of the MONTHLY only \$2.50.

We present a full list of Delegates and members of the 20th Annual Session of our Grand Division:

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205. SEYMOUR, C	" 195	249. AECHTERNACHT, F C	"
206. EARLE, S L	" 196	250. BROWN, A G	"
207. CUMMINGS, W H	" 197	251. CARVER, L R	"
208. BEALS, A A	" 198	252. CHAPMAN, H S	"
209. COLE, C E	" 199	253. COLLINS, Wm L	"
210. BOGART, W T	" 200	254. DAVIDSON, I F	"
211. OSTRANDER, A S	" 201	255. DEFRIES, S H	"
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216. SCHMITT, F G	" 206	260. FLINT, Frank W	"
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Herewith find a list of the members of the next Grand Division so far as reported. Divisions that have not reported please do so immediately, and if there are any errors, or if any Division will be represented by other than delegate named herein, please advise me in order that the list can be made correct and printed for use of delegates and members.

Of the permanent members, Chas. R. ASHTON, Joseph H. ARCHER, I. F. DAVIDSON, S. H. DEFRIES, Edward L. FAY, Samuel A. HERMAN, William J. JACKMAN, John B. MORFORD, J. S. RANDOLPH and E. O. SOULE will lose their membership under Par. 11, Section 2, Article II. of the Constitution if they do not attend this session of the GRAND DIVISION.

MENTIONS.

—"Why Priests Should Wed." Have you read it?

—Brother F. H. Green, secretary of No. 39 wants you to discover yourself and write him quick.

—Brother J. H. Archer, of No. 14, passed through the city on April 10th and favored us with a good visit.

—Brother Lavery, of 58, favored us with a call on April 14, being in the city. He is now located at What Cheer, Iowa.

—Brother E. D. Nash, of No. 24, now bears the trumpet, and signs himself Chief Engineer of the St. Albans Fire Department.

—Divisions of the Order that have not paid their indebtedness better be up and doing unless they desire to go on to the delinquent list.

—Brother W. H. James, secretary of No. 91, calls the names of Brothers Martin Anderson and H. Clark. Please stand up and answer.

—Brother John Metcalf, a member of North Star Division No. 47, is wanted by Brother Hallinger, secretary of No. 47. John, where are you.

—Brother T. B. Ellis, of Bessemer, Ala., has a letter for Brother Charles E. Austin. He will forward it as soon as the proper address is given.

—J. D. Fink has been appointed superintendent of the Missouri division of the Northern Pacific road in place of F. W. D. Holbrook, resigned.

—Brothers Young and Davenport, of Marshall Division No. 4, spent Friday, April 13, at the office. We had a pleasant visit. Come again.

—The appointment of Mr. A. L. Mohler as general superintendent of the Manitoba railroad, gives general satisfaction at Cedar Rapids, his old home.

—We regret that bodily infirmity has caused the resignation of Brother Geo. J. Johnson of No. 61 both from the road and secretaryship of Division No. 61.

—We all smoke in the office now. Messrs. Brava & Keys have again remembered us, and they have our thanks. Everybody smokes this brand. Try it.

—Brothers Harry Gilmore and Mars Nobbs, of 128, called April 5th, and spent the day at the office. We were glad to see them and hope they may come often.

—Divisions Nos. 63 and 82 gave their fourth annual ball on April 5 and 4. We acknowledge receipt of nice invitations, and regret that we could not be there.

—Brother C. E. Francis, of No. 141, was killed in the yard at St. Joseph, Mo., on Tuesday, March 27, by being run over by a yard engine. He was not insured.

—Our old friend and worthy brother, T. J. Preston, of No. 188, now wears the blue of the Wabash railway, and has been assigned a regular run, and we are glad of it.

—Mrs. Wheaton has been in Elmira for the past two weeks at the bedside of her mother who has been seriously ill. We are pleased to be able to say she is much better.

—Over thirty divisions have not receipted for their new charter yet. Delegates should look after this. Some may have to sit outside if this receipt is not filed before May 1st.

—We received a nice invitation to attend the fifth annual ball of St. Paul Division No. 40, on April 3. Being absent from the office at the time could not attend.

—The members of the Order in Iowa can congratulate themselves on securing the defeat of the two cent fare and maximum rate bills in the Iowa legislature this winter.

—Past Grand Chief Conductor Stanchfield was in the city on the 11th attending the annual meeting of the G. A. R. for the department of Iowa of which he is a respected member.

—The hall of Camden Division No. 170 has been removed to West Jersey Press buildings, northeast corner of Front and Market streets, Camden, N. J. Entrance No. 101 Market street.

—Don't forget to notify Brother A. S. Parker, Battle Creek, Mich., before May 1st, you desire accommodations on the special excursion train leaving Chicago at 3:30 p. m., Saturday, May 5th.

—All will be pained to learn that Brother F. Rosencrans has been a great sufferer on account of a cancer on his hand. A successful operation has been performed, and is now reported much better.

—Brother H. Shew has favored us with a nice account of the excursion of Divisions Nos. 170 and 224, for which he has our thanks. Having printed an account in the April number, we cannot repeat.

—Brother C. Callahan, general yardmaster at Cincinnati for the C. N. O. & T. O. R., has been promoted to the position of trainmaster, and Brother F. C. Wallace has been promoted to the passenger service.

—I am reminded that I have not all the promotions in Division No. 159. Brother W. M. Legg has been trainmaster for the Panama railway for the past six months. No. 159 is up ahead in the matter of promotions.

—Mr. S. S. Wheaton, youngest brother of ye editor, was in the city visiting us for a few days in April. He has been connected with the N. C. R. at Canandaigua, N. Y. as telegraph operator for the past five years.

—Divisions will be organized at Sioux City, Iowa, Greensburg, Pa. and Bel lows Falls, Vmt., during the month and Montreal, P. Q. if it can be got ready. Martinsburg, Va., may get in also before May 8. 235 divisions in all.

—Brother T. B. Watson, of No. 58, has engaged in the business of putting on patent roofing and lightning rods in this city. Brother W. may succeed here with his rods providing he can keep Brother George Stauley in New York.

—We are sorry to learn that Mr. E. M. Carter, president of the yardmaster's association and assistant yardmaster in Wilmington, has been confined to his bed with pneumonia for about three weeks. He looks very bad and there is very little improvement yet.

—The hall for our meeting in Toronto is the best we have ever had and the Canadian brothers will spare no pains in their entertainment. A special train is talked of to Niagara Falls on Sunday, May 13. Hotels are good and reasonable in price so all should be pleased.

—J. D. Finn has been appointed superintendent of the Yellowstone division of the Northern Pacific, with headquarters at Glendive, Mont., vice F. W. D. Holbrook, resigned.—*Reporter*. Brother Finn is a worthy member of the Order and delegate to the 19th annual session.

—We clip from the Chicago Times the following answer of Mr. Desala, general master mechanic of the C., B. & Q., to a question put to him by a member of the railroad and warehouse commissioners. "I could make," said Mr. Desala, "a fair engineer of any intelligent man by taking a few trips with him."

—"Did you know that the Rock Island passenger train east nearly failed to start yesterday afternoon?" asked a railroad man. "No; how did it happen?" "Why, there was a Chinaman on board, and the engineer thought that if he took out the train he would be helping the queue."—*Des Moines (Iowa) Register*.

—Brothor L. D. Austin, of Lincoln Division No. 206, has forsaken the rear end and is now a full fledged engineer. We know he can "get thar" for we have seen him do it in the days when patent injectors and drive brakes were unknown and there was but little more than the right of way to run on. Hold her steady, Dell.

—"What does Mr. Belknap think of the answer to his appeal from St. Joe 141."—*Railway News and Reporter*. Brother Belknap likes it first rate as it is just the kind that is coming to him from all parts of the country. No. 141 is one of the best divisions in the Order. Brother Dan's informant must have been a little off.

—The news of the sudden death of Charles A. May, who for many years was agent at the Erie depot in Bath, will be received with profound regret by his large circle of friends. His death occurred in that place on Sunday morning and was instant and without any warning. He was a brother of Henry May, who is a worthy member of Rochester Division No. 8.

—W. A. Herron, chief clerk in the office of General Superintendent Besler, testified that only ten accidents had occurred during thirty days from the beginning of the strike, whereas during the month immediately preceding the strike there had been twenty-seven. No person had been injured since the second day of the strike. From February 27 to April 3 the road had run an average of 222 trains a day.

—The conductors on the C. B. & Q. R'y are enjoying a substantial raise of pay dating from March 1st, 1888. This raise of pay was made in response to a request made prior to the engineers demand upon the company, and will be greatly appreciated by all and will stimulate their employes in the departments effected to even greater zeal than before. This confirms our opinion that the C. B. & Q. tries to be just to all its employes.

—The following is the view taken by an English engineer of his American brother as developed in an interview: English engineers are skilled mechanics. They have to work seven years in the shop and when they can make a locomotive they receive \$65 to \$75 per month. I am sure I could bring out 1000 of these skilled engineers on a guarantee of \$1000 per year. The engineers here are not engineers, they are only advanced firemen.

PORTLAND, Ore., Jan. 23, 1888.

CIRCULAR :

Mr. E. Lyons is hereby appointed trainmaster of this company, with headquarters at Umatilla Junction, Oregon.

He will have jurisdiction over all matters pertaining to the train service. Station agents will also be subject to any orders which they may receive from him. To take effect this date.

Approved:

C. W. JOHNSON, Superintendent.

W. H. HOLCOMB, General Manager.

—Brother J. C. Hurley and wife, who have been residing in Cambridge, Vt., for the past year or so, have now moved to St. Albans city. As Brother Hurley is a church-going member and a papa (for we hear he is in pursuit of a baby carriage,) therefore we are not a little surprised at the change, for in the recently-vacated village there were no sidewalks to roll a carriage on, or places of worship to don our best outfit, so fearing the rust and moths might consume them he deemed it very necessary to seek a more habitual location. So wishing Brother Hurley every success, and not only wish him a single track to roll his baby carriage over but a double one, and not meet with any side-tracks.

The New York Sun of April 5, has the following: "In view of yesterday's action which may be regarded as virtually terminating the strike, it is interesting to revert to two recent and significant utterances of Chief Engineer Arthur. In the press despatches of March 2, he is quoted as saying that "if an order as strong as that of the engineers—one that had been applauded throughout the world for its conservatism and fairness—could not win so just a quarrel as the one between the engineers and the Burlington company, he would resign his place as Chief. Further than that, he would recommend that the order disband." Again on March 14: "If we lose the fight it means the death of the organization."

—One of the greatest feats of horseplay we have ever heard of during the strike happened at Cedar Rapids. The B. C. R. company had a car load of ties for company use loaded into a C. B. & Q. car at a point on their line only a short distance from this place. It was brought into the yard, no objection made it was carded to a point only a short distance out to be unloaded, when lo and behold no engineer would pull it, although it was fully explained to them that it was purely a company transaction, had no connection with the Q. and a matter of company interest entirely. The train was annulled for two days when the engineers went and transferred the ties into another car and let it go forward to destination. In justice we will say that this act was the jest of engineers as well as citizens generally. Very nearly a case of "straining at a gnat."

—The annual reports of divisions change somewhat the standing of divisions as regards the number of members. There are now 19 divisions with 100 members and over against 16 last year. They stand as follows: No. 55, 233; No. 114, 172; No. 157, 169; No. 100, 162; No. 3, 160; No. 107, 155; No. 143, 152; No. 162, 152; No. 89, 146; No. 1, 135; No. 103, 123; No. 46, 121; No. 9, 119; No. 40, 119; No. 2, 110; No. 26, 107; No. 43, 105; No. 44, 103; No. 169, 100. No. 55 is still at the head, while 143 has to be content with seventh place as against second last year. No. 157 comes up from fourteenth place to third, taking the place of No. 3, who stands fifth this year. No. 100 takes fourth place from No. 9, who drops to thirteenth. Divisions 133 and 162 are tie in membership, as are also Nos. 9 and 40. No. 55 will have to improve her record of last year or ere another report comes in she will have to relinquish first place to one of her three competitors, 114, 157 or 100.

—Mr. Geo. T. Walker, secretary of Millard Division No. 104, Order of Railway Conductors, on Tuesday sent M. H. Van Keuren, the former passenger conductor on the Ontario & Western road, who has been off duty for some time by reason of his poor health, a check for \$2,500. This was insurance due him from the Order for total disability. Since Mr. Walker has been secretary of Millard division he has received three checks of this kind, one being for the family of Howard Raymond, one of the conductors who was burned in the wreck at Fish's Eddy a few years ago, and the other for the family of the late Dennis D. Brink, conductor on the Crawford branch of the Erie, who died of consumption. The conductors who are insured in the Order receive the above amount for total disability, and loss of arm, leg or eye. It will be remembered that Mr. Van Keuren last month was presented with a check for \$500 by the Ontario & Western company as a reward for his faithful services while he was in good health.—*Ex.*

—The following have been appointed members of the various standing committees for the Twentieth Annual session: Reports of Grand Officers, Brothers Harry Gilmore 126, A. Ostrander 201. T. M. Mitchell 148, M. S. Hoadley 10, E. A. Clem 91; Division Reports, F. M. Silvernail 44, P. G. Collins 178, J. D. Shutts 8, Alf Johns 189, Phil Morrison 112; Finance, Howard Evans 45, J. P. Esmay 1, R. L. Willard 40, Mc. C. Hogan 98 and M. J. Laud 215; Jurisprudence, C. H. Wilkins 41, I. D. Chittenden 188, E. E. Clark 124, Robert Bycraft 73, B. F. Blount 77; Grievances and Appeals, J. B. W. Johnston 69, W. M. Dickinson 29, R. McDonald 169, J. C. McMaster 202, W. A. Webster 211; Insurance other than law, E. H. Blakeslee 153, R. E. Harris 105, W. H. Cummings 197, C. A. Post 115, Mark Wade 15. There may be some changes made necessary by the declination of brothers, but few having been notified. The finance committee are to meet at the general office on Thursday, April 29, to examine the books and accounts and get their report in order.

—The following cities have been visited by our annual meetings since 1872: Indianapolis, Ind., 12 divisions; Pittsburg, Pa., 1873, 21 divisions; Baltimore, Md., 1874, 26 divisions; Atlanta, Ga., 1865, 28 divisions; Omaha, Neb., 1876, 35 divisions; Elmira, N. Y., 1877, 33 divisions; New York City, 1879, 20 divisions; St. Louis, Mo., 1880, 21 divisions; Buffalo, N. Y., 1881, 34 divisions; St. Paul, Minn., 1882, 40 divisions; Kansas City, Mo., 1883, 92 divisions; Boston, Mass., 1884, 154 divisions; Louisville, Ky., 1885, 184 divisions; New Orleans, La., 1887, 203 divisions, and Toronto, Ont., 1888, 233 divisions. This fully illustrates our growth by divisions. New York leads with three dates, St. Louis two, and the

balance one each. In 1872 there were only 542 members and the report of the Grand Treasurer shows that less than \$2000 had been in his hands. In 1880 there were 825 members and the report of the Grand Secretary and Treasurer shows that he has handled \$777.87. In 1888, 12,000 members and the reports show the cash handled to be over \$170,000. A showing that all may point to with pride.

—Of the cost to the Burlington company the following estimates are made: Loss in traffic receipts, \$1,800,000; special police protection, \$180,000; cost of engaging new men, \$50,000; damage to property, \$50,000; miscellaneous, \$50,000; total, \$2,100,000. These are all direct losses to the commercial community scattered through the whole ramifications of the "Q" systems in several states. Besides these hundreds of minor employes have been thrown out of work, and the indirect losses already affect a great number of humble households.—*Chicago Tribune*.

—The following circular is in the hands of all C. B. & Q. employes and speaks for itself: "To all persons employed upon the Chicago, Burlington & Quincy Railroad:—The time has come when it seems proper that I should express to you all, who have exerted yourselves so zealously during the late strike, the sincere thanks of the President and Directors for what you have accomplished, and also their warm appreciation of the trying and difficult position in which many of you have been placed, and of the loyal feeling and devotion to duty which prompted the course you have so well taken. There have been many examples of unselfish and courageous conduct which cannot be forgotten. For the men who have come into our family we ask especial consideration until they shall have become fully acquainted with their new surroundings, and it should be understood by all that these men are here to stay with us, so far as they shall prove to be of good character and competent to perform their duties. Whatever sympathy and kind feeling may exist among us toward many of those who voluntarily broke off their relations with us on February 27th, we must not be led to forget our obligation to see that complete justice is done to every new man in the service. C. E. PERKINS, President. Chicago, April 12, 1888."

—We would like your opinion in regard to the following: Our time card gives train six (6) absolute right over train three (3.) H is starting point for train six (6); the dispatcher gives an order to C. & E. train six to run in advance of time from H to V; train six (6) is timed on card to meet train three (3) at M. Now has train six (6) the right to go to V, or must she remain at M until train three's arriving time is up? We are divided in this matter, and any information on this point will be gladly received.

In answer to the above, will say, that a regular train in advance of time is simply a privileged extra, and has the right both of an extra and a regular within their respective bounds; that of an extra when outside the limits of the rights of the regular. No. 6 had a right to make as far as she can on her extra or advance rights regardless of her time card and reference only to the regular rights of train 3 and other regular trains. Should she be placed where she could not make beyond her regular passing point, she still holds her rights as a regular and can proceed, having a right to the track.

—Geo. P. Rowell & Co., the publishers of the American Newspaper Directory, undertake to rate newspaper circulations; very much as the mercantile agencies give the capital and credit ratings of the business community. About one publisher in ten is willing to have his exact issue known, and tells it with truthful precision; but some of the other nine decline to tell the facts concerning their own issues because they assert that those who do tell, do not tell truly. Messrs. Rowell & Co., after an experience of twenty years, have come to the conclusion that the facts will not sustain this view; and in the twentieth annual issue of their book, now in the binder's hands, they plainly designate every paper which is rated in exact accordance with a detailed statement from the publisher; and offer to pay a reward of one hundred dollars for each and every instance of a misstatement for which a publisher is responsible. The RAILWAY CONDUCTORS' MONTHLY is one of the papers which is willing to have it known how many it prints and whose good faith the Directory publishers express a willingness to guarantee to the extent of one hundred dollars.

OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.
56 Third Avenue,

CERT. NO.

Cedar Rapids, Iowa, May 1, 1888.

NOTICE OF ASSESSMENTS NOS. 116, 117 and 118.

Due immediately and Membership forfeited if not paid before June 30 1888.

N. B.—Two benefits paid from surplus.

BENEFITS PAID

Ass't No.	Ben No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
110	153	Cora Stillson	Death	E A Stillson	Typhoid fever	April 9	2446	9
111	154	Ella M Fowle	Death	T J Fowle	Consumption	April 9	4686	57
112	155	Sallie Brown	Death	J W Brown	Rheumatism	April 9	4108	79
Surp	156	Children of	Death	M N West	Accident	April 30	2459	185
Surp	157	" "	Death	W F Ray	Phthisis plm's	April 30	3153	96

ASSESSMENTS.

Ass't No.	To Be Paid To	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
116	Ella Quick	Death	M Quick	Accident	Feb 9	1290	52
117	M F Murphy	Death	J H Murphy	Accident	Feb 18	2438	211
118	Mary J Orr	Death	H W Orr	Gastritis	Feb 28	731	73

Claims for deaths of Bros. Lewis and Moore will be paid from the surplus and this notice INCLUDES EVERY APPROVED CLAIM TO DATE

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. P. DANIELS, Treasurer

In Memoriam.

Finch.—At a meeting of Banana Division No. 65, O. R. C. the following resolutions of sympathy were passed:

WHEREAS, It has pleased Almighty God in His infinite wisdom to remove from our midst Brother David Finch, of Banana Division No. 65, after a short and severe illness; therefore, be it

Resolved, That by the death of Brother Finch, his family has lost a devoted husband and father and the division a true and worthy brother and the community an honored citizen and that the heartfelt sympathy of this division be extended to them, hoping that they will find consolation in the thought that the deceased had always been true to their best interests while on earth and that they will meet him in that better land where grief and sorrow never enter and that He who careth for the widow and orphan will comfort them in their great affliction.

Resolved, That our charter be draped in mourning for thirty days and that these resolutions be spread upon the records of this division, and a copy of the same be presented to the bereaved family, and published in the CONDUCTORS' MONTHLY.

G. H. SAUNDERS,

E. F. ELLIOTT,

WM. COOPER,

Committee.

Thompson.—Nellie Mary Thompson, aged 11 months, 5 days, died on March 24, 1888.

This lovely bud so young, so fair,

Called hence by early doom,

Just come to show how sweeter flowers

In paradise would bloom.

Ere sin would harm or sorrow fade

Death came with friendly care,

The opening bud to heaven conveyed,

And bade it blossom there.

Coulburn.—At a special meeting of Mount Hood Division No. 91, Order of Railway Conductors, the following resolutions and preamble were unanimously adopted:

WHEREAS, It has pleased an All-wise ruler of the universe to remove from our midst our beloved Brother, Abner K. Coulburn, who died from injuries received while on duty.

WHEREAS, It is befitting for us on this occasion to offer our tribute of respect to our departed brother, and words of condolence to his family. Therefore, be it

Resolved, That, while we bow in humble submission to the will of our Sovereign Master, we none the less mourn the loss of our brother who has been called to join the unnumbered dead.

Resolved, That in his sudden departure we recognize the slight thread that binds us to earthly things, and that the dangers of our profession should make us more firmly united by those ties of friendship which bind us together.

Resolved, That to his family we extend our most sincere sympathy and more especially in consideration of the sudden manner of his demise. That our hopes extend beyond this life for his happiness, in a firm belief that there exists a better state in the long eternity towards which we are progressing.

Resolved, That a copy of these resolutions be sent to his family, and that the same be spread upon the records of this division, and that our charter be draped in mourning for thirty days.

W. H. JONES,
F. M. STOUT,
E. A. CLEM,
Committee.

The Dalles, Or., March 29, 1888.

Wyant.—Brother A. Wyant, a charter member of Mountain City Division No. 172, Order Railroad Conductors, died at Conemaugh, January 31, 1893, after a lingering illness. At a regular meeting of the division held February 4 the following resolutions were adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to call from our midst our late Brother Wyant; therefore be it

Resolved, That in the death of our brother, Mountain City Division No. 172, has sustained a loss that is hard to fill, his wife a loving husband, his children an affectionate father, and the community at large a gentleman who was respected by all.

Resolved, That the heartfelt sympathy of this division be extended to his sorrowing family in their affliction.

Resolved, That a copy of these resolutions be sent to the wife of our late brother; also spread on the minutes of our division and published in the *Altoona Tribune*, the *Johnstown Tribune* and the *CONDUCTORS' MONTHLY*.

W. A. MCQUARDY,
E. E. MCKENRY,
JOHN MYERS,
Committee.

February 4, 1888.

Graves.—At a regular meeting of the Central Division No. 420 of R. C., held at their hall March 13, the following preamble and resolutions were adopted:

WHEREAS, It has pleased The Great Architect of the universe to remove from our midst our late brother, C. C. Graves.

WHEREAS, It is but just that a fitting recognition of his many virtues should be had; therefore be it

Resolved, That while we bow in humble submission to the will of the Most High, yet we do not less mourn for our brother who has been taken from us.

Resolved, That in the death of C. C. Graves this division laments the loss of a brother who was ever ready to proffer the hand of aid and the voice of sympathy to the needy and distressed of the fraternity, an active member of the society whose utmost endeavors were exerted for its welfare and prosperity, a friend and companion dear to us all, a citizen whose upright and noble life was a standard of emulation to his fellows.

Resolved, That the heartfelt sympathy of this division be granted to his family in their afflictions.

Resolved, That a copy of these resolutions be printed in our village papers, and that a copy be sent to the family and a copy forwarded to the *MONTHLY* for publication.

Hamer.—At a regular meeting of Lincoln Div. No. 206, held Sunday, March 25th, the following resolutions were adopted and ordered printed in the *MONTHLY*:

WHEREAS, The Grand Chief Conductor of the Universe in His infinite wisdom has broken our circle by removing from our midst on March 16th, 1888, our beloved and worthy brother, John G. Hamer; therefore be it

Resolved, That in his death we lose one of our charter members one who was ever active to the best interests of our Order.

Resolved, That we deeply sympathize with the afflicted family of our late brother and deeply deplore his loss.

Resolved, That a copy of these resolutions be sent to the family of our deceased brother and also a copy be sent the editor of the *MONTHLY* for publication

STEPHEN RYAN,
DAVID FORTNEY,
W. M. REILLY,
Committee.

Hinett.—The funeral of Conductor James Hinett, the victim of the New England road accident, was held at Christ church at 2:30 yesterday afternoon, and the services were peculiarly impressive. A special train from Hartford on the New England road brought two car loads of mourners, including delegations of Hartford lodge of Masons and Hartford and New Haven divisions of the Order of Railway Conductors. The bearers were E. P. Kendrick and J. E. Shipman, representing Christ church, Conductor Ewell and Nathan Andrew of the New England road, Conductor H. F. Davis of the River road and Conductor Ames of the Boston and Albany. About 70 members of the Order of conductors were present with draped badges, representing Holyoke division of this city, of which Mr. Hinett was senior conductor, Hartford division No. 50, Boston division No. 157, and New Haven division No. 201. The Holyoke and Hartford divisions contributed beautiful pillows of flowers with emblems, while the Hartford Masons placed a rich wreath on the casket. Rector Brooks conducted the ceremonies with prayer at the house and the full Episcopal service at the church. He made a brief address, referring in touching language to Mr. Hinett's upright life, kind heart and devoted Christian life. He had been braving the storm to clear the way for passengers, and he was on his way to the home which he loved so much, when he met death. A fitting reference to death followed, in which Mr. Brooks dwelt on the glories of immortal life to the believer, beyond this world of suffering. The choir sang "Lead Kindly Light," and many a railroad man wiped the tears from his bronzed face as the procession filed out of the church. The body was taken to the tomb in Oak Grove cemetery and will be buried in this city. Jacob Hinett and wife of Thompsonville, parents of the dead man, with his two sisters, were present at the funeral. The family of the dead man will receive \$2,500 insured from the conductors' Order.

There are many pathetic incidents connected with the death of Conductor Hinett, and not the least moving among them all is the grief of the dead man's parrot. The intelligent bird cries for "Papa" in an almost human way, refuses to eat and seems stricken with grief.

Lewis Frank W.—WHEREAS, Our beloved brother, Frank W. Lewis, has been suddenly taken from our midst by the cruel hand of Death; therefore be it

Resolved, By Baraboo Division No. 68, Order of Railway Conductors, that we deplore in his sad and untimely departure the loss of a valuable member of our fraternity

Resolved, That our heartfelt sympathies are hereby extended to the bereaved widow and relatives of the deceased.

Resolved, That the charter of our division be draped in mourning for thirty days, in token of respect for the deceased.

Resolved, That our thanks be extended to Rev. M. Benson for his eloquent words of consolation; to Supt. Geo. F. Bidwell, of the Madison division, and to Trainmaster John H. Hull for their special efforts by which they enabled so many members of the Order to be present at the funeral services; to those ladies who kindly rendered their services to the widow in this her affliction; to those ladies, also, who furnished beautiful floral tributes; and to Mr. H. C. Strong for his kindness in aiding at the funeral

Resolved, That these resolutions be recorded by our secretary; that a copy of the same be sent to the widow of the deceased; also, that copies be sent to the CONDUCTORS' MONTHLY.

Henry Hill—The remains of the late Hill Henry were borne to their last resting place in Mount Hope cemetery from the family residence, No. 52 Hewell street. Long will the day be remembered as solemn and eventful, not only by the sorrowing wife and children whom he leaves behind, but also by an unusually large circle of friends and acquaintances. Nature seemed to sympathize with the occasion in the chilly air and the dark clouds with which the sky was shrouded.

Before the hour appointed a large number of people had assembled at the house and the number was constantly added to by others who came later, until at the time announced a concourse numbering several hundred was assembled. Rev. Dr. J. P. Sankey conducted the services, which from the suddenness of Mr. Henry's death were peculiarly solemn and impressive. He spoke in feeling terms of his long acquaintance with the deceased, who for thirty-eight years had been a member of the church over which he presides, and also of his long and faithful service in the employment of the railway corporation for which he labored, and of his many estimable and worthy qualities. Mrs. L. S. Kendall and Mrs. E. Marsh Dickinson sang during the services those two most beautiful hymns, "Rock of Ages" and "Bye and Bye," and many eyes were seen to be filled with tears. The ball-bearers were chosen from among his old comrades on the road and comprised the following-named gentlemen: F. E. Chadwick, F. E. Peck, O. Kingdom, George Kincaid, John Connors, and Homer

Jacobs. Many very exquisite floral gifts had been offered and in their mute and eloquent beauty adorned the room where he lay in state, and were a touching tribute to the high appreciation in which the deceased was held and of the sympathy felt for the family which mourns his loss. Among those present were John D. Crandall, of Buffalo; Horatio Glen and Chas. Hanna, of Syracuse; William McNelly and B. Bennet, of Canandaigua; George Kinkaid and wife of Utica.

The procession which followed the remains to the grave was very long, being made up not only of relatives, friends and acquaintances, but also of representatives of Scottish Rite bodies, the Order of Locomotive Engineers, Yonondio Lodge of Masons No. 163, and Hamilton Chapter. The ceremonies at the grave were conducted under the beautiful and impressive ritual of the Masonic order, Rev. D'Orville Doty, chaplain of the lodge, leading in the opening prayer, and Charles M. Williams, acting master, pronouncing the peroration.

At a special meeting of Rochester Division No. 8, Order of Railway Conductors, held in its rooms, the following resolutions were unanimously adopted:

WHEREAS, The Grand Chief Conductor of the Universe has given the alarm at the inner door of our division room and called one of our number, Brother Bill Henry, to that better land: therefore

Resolved, That in Brother Henry we recognize one who filled the character of a true conductor, one who in all his relations to his fellow men in the community, in the Order of Railway Conductors, in the social circle, or in his private walks of life, was highly respected and honored by all who knew him.

Resolved, That in his death we have lost an earnest and faithful brother, his wife an affectionate husband, and his children a loving father, and one who was ever ready to extend the hand of aid to the needy.

Resolved, That the charter of Rochester Division be draped in mourning for thirty days, as a mark of respect to our esteemed brother.

Resolved, That a copy of these resolutions of sympathy be extended to his family, and published in the daily papers and the CONDUCTORS' MONTHLY.

J. D. SHULTS,
T. CAFFERTY,
D. E. PHILLIPS,
Committee.

Weyrick.—Died, March 10, 1888, Harry Eugene, only child of Brother and Mrs. F. J. Weyrick, aged 8 months and 6 days, at their home in Elkhart, Ind. Brother Weyrick and wife will please accept the heartfelt sympathy of their many friends in Division No. 19.

White Horse, March 21, 1888.

C. L. ROGERS.

Steward H. J.—Following is the report of the Committee on Resolutions on the death of Brother H. J. Steward:

WHEREAS, It has pleased Almighty God to remove from our midst Brother H. J. Steward, and,

WHEREAS, The brother was beloved by us for his sterling qualities of character and heart, his true appreciation of the value of "Perpetual Friendship," love and truth, and his close adherence to the noble principles of the O. R. C.; be it therefore

Resolved, That we extend to the stricken family of our brother in this their hour of sorrow our sincere sympathy and our heartfelt condolence over a loss felt in common by his family and by us; and be it further

Resolved, That our charter be draped in mourning for the customary period; and be it further

Resolved, That we extend our heartfelt thanks to San Antonio Division No. 76 for the kind and obliging manner in which they soothed his last hours, and the kindly care they showed his family; and be it further

Resolved, That a copy of these resolutions, under seal of this division, be sent to the family of Brother Steward and to San Antonio Division No. 76; that they be spread on the minutes of the meeting, and that they be printed in the MONTHLY.

J. H. SAYERS,
H. H. GREENLEAF,
H. E. BATES,
Committee.

City of Mexico, March 3, 1888.

LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

Carrier:—Negligence—Carrying Passengers Beyond Destination—Exemplary Damages.—The plaintiff purchased a ticket to his home at M., but was carried past and beyond to C. and landed at 12 o'clock at night, where he remained until morning, when he returned to M. He asked for exemplary damages, but the trial court awarded to him a verdict for the price of his ticket back to M. and the value of his labor for one day, which was unsatisfactory, and he appealed.

Where a passenger, by reason of a failure to stop the train, was carried beyond the station for which he had purchased a ticket,

Held, Exemplary damages could not be recovered on proof of mental anxiety occasioned by the separation from his family, it not appearing that the failure to stop was willful or attended with circumstances of malice, insult or oppression. Affirmed.

Dorrah v. Ill. Central R. R. Co. Miss. S. C., Oct. 24, 1887.

Liability for Loss of Passenger's Luggage—Conductor's Refusal to Stop.—In an action to recover for the loss of luggage in the shape of a hand-satchel containing \$5,000 in bank bills and jewelry worth \$4,000, which escaped from her hand and fell out of a window which she attempted to close next to her seat.

It was in evidence that she requested the conductor to stop the train and allow her to leave the car and retake the bag and its contents. The conductor refused to do so, and against her protestations caused the train to proceed at great speed to the next station, where she dispatched a trusty person to go back and search for it, but without finding it. On appeal,

Held, That a railroad company is not liable in damages for a loss resulting to a passenger from its refusal to stop the train upon which she was riding short of a usual station to enable her to recover a hand-bag which she was carrying with her, and which she dropped from a window of the car while attempting to lower the sash.

Henderson v. Louisville & N. Ry. Co., U. S. S. C., La., Oct. 31, 1887.

NOTE.—See 20 Fed. Rep., 430.

Carriers of Passengers—Demand for Ticket by Conductor—Duty to Give Passenger Reasonable Time to Find Ticket—Ejectment—Damages.—1. Where a passenger having bought and put in his pocket a proper railway ticket, takes

a seat upon the proper train, and, on the conductor's demand for his ticket, searches for and fails to find it, but informs the conductor that he has one, and asks for time to find it, the conductor is bound to wait a reasonable time for him to produce his ticket; and the question, what is a reasonable time, is one of fact to be found by the jury.

2. Where a conductor, after having demanded a passenger's ticket, and asked to wait until it could be found, instantly stopped the train and ordered him to get off between two stations, twelve miles apart, threatening to use force to carry out the order; and, where the passenger obeyed, and was left at midnight in a forest on a dark night, in an uninhabited, swampy locality, walking back to the station whence he started, in consequence of this exposure became sick, lost two weeks' work, and had medical attendance, the evidence showing that he had a ticket which had slipped between the lining of a defective vest pocket,

Held, That the company was liable, and that a verdict for \$500 was not excessive.

International & G. N. Ry. Co. v. Wilkes, Tex. S. C., Nov. 18, 1887.

NOTE—This is an important decision, and should be read by every conductor in the land. The authorities universally hold that passengers are entitled to a reasonable time to settle for their transportation. As where a passenger who failed to procure a ticket by reason of the absence of the station agent, tendered the usual fare, which was refused, the conductor demanding a small amount in addition thereto, being the amount of fare when paid upon the train. The passenger did not have the extra fare, but proceeded at once to borrow it.

Held, That he was entitled to a reasonable time in which to make tender, and that the question of what was a reasonable time was one of fact for the jury. *Curl v. Railroad Co.* Iowa S. C., 16 N. W. Rep. 69. Upon the question of when a railroad company becomes liable for the ejectment of a passenger from a train, see *Railroad Co. v. Bills*, Indiana S. C., 3 N. E. Report 611; *Pease v. Railroad Co.*, New York S. C., 5 N. E. Rep. 87; *Ry Co. v. Benson*, Tennessee S. C., S. W. Report 5.

Freight Trains—Rules Against Riding on Same—Waiver—Ejectment of Passenger.—1. Where it is a published rule of a railroad company that passengers are forbidden to ride on "through" freight trains, the fact that passengers had often before been allowed to ride on such trains will not deprive the company of its right to begin the enforcement of the rule whenever it pleases; and, in the absence of any appearance of the trains being held out for the carriage of passengers, the conductor of the train may eject from it any one who attempts to ride as passenger.

2. Such ejection *held*, not a violation of the Arkansas statute forbidding railroads to eject passengers for non-payment of their fares at places other than stations.

Hobbs v. Texas & Pac. Ry. Co. Ark. S. C., Nov. 15, 1887.

NOTE.—Passengers should inform themselves as to the train they must take to reach their destination; and if a mistake is made, not induced by the railroad company, against which ordinary diligence as to inquiry would have protected, no redress against the company can be had. *Dilling v. Railroad Co.* Md. S. C., 6 Alt. Rep. 592. As to the circumstances which will justify a railroad company in ejecting a passenger from a train, see *Arnold v. Ry. Co.* Pa. S. C., 8 Alt. Rep. 213, and note.

Railroads—Injury to Passenger—Conductor's Authority.—The complaint alleged that the appellant bought a ticket entitling him to passage on appellee's trains eastward; that the deceased was unacquainted in the neighborhood and the night dark; that he mistook the west-bound train instead of the east, and was taken across a trestle-work when the conductor stopped the train and directed him to walk back along the railroad to the depot, and by so doing he would be in time for the right train; that the deceased undertook to obey the instructions of the conductor and was struck and killed.

Held, That where a person has bought a ticket over a railroad, and, by mistake, takes passage on the wrong train, he is a passenger so far as to entitle him to protection against the negligence of the company. (See 40 Ind., 37; 2 Ward's R. R. Law, 1047.) The deceased was entitled to be treated as a passenger while on the train, and a high degree of practicable care to protect him from injury was due to him from the carrier.

Held, That where a passenger is on the wrong train, it is the duty of the company to furnish him a safe place to land, but it is not within the scope of the conductor's employment to give such passenger directions as to how he shall go after he is off the train. Judgment reversed.

Casper v. C., H. & I. Ry. Co. Ind. S. C., Dec. 2, 1887.

Criminal Negligence—Railway Wreck—Engineer and Conductor—Indictment Against for Manslaughter.—The Indiana Supreme Court will soon be called upon to pass upon a very important question relative to the negligence of railway servants. Indictments for involuntary manslaughter in causing the Kouts (Ind.) wreck, whereby fifteen passengers were killed and consumed by fire on the Chicago & Atlantic railroad a few months since, have been returned against Conductor Park, of the ill-fated train, and Engineer Dorsey, of the fast freight. The indictments charge that Dorsey was aware that a broken down train was ahead of him; that he was warned of the fact by the operator; that the night was dark and foggy; that he ran his train under these dangerous circumstances at a high and negligent rate of speed at down-grade to and against the disabled train, etc. That Park knew of the following train; that he was behind time and trespassing upon the latter's time; that he negligently, etc., neglected to place either torpedoes, with which he was provided, upon the track, or to send a man back with a danger signal, but negligently unmindful of his duty until the approaching train was upon them, when he hastily dispatched a flagman, who scarcely more than reached the rear of the train before the crash came, etc., etc.

The Indiana statute is silent upon a charge of this nature, and the court is without precedent as to a similar case. The Illinois and New York statutes define these acts most explicitly, and in the light of recent events, some wholesome legislation may be expected on such matters in the Hoosier State.

153.

Who are Passengers—Depot Servants—Negligence.—This was an action brought by Mary Johns, in the District Court against the defendant company, to recover damages for injuries received by her while standing on the company's station platform, by reason of being struck and thrown down by the company's agents and servants in removing a trunk from the platform to the baggage car of a train then standing at the station.

Held, That where an old lady went to a railway station to assist friends who intended to remove from the country permanently, to get to the station and upon a train then about to depart, and after bidding them good bye, and after they had got upon the train, stood for five minutes upon the platform to see the train start and bid her friends a last farewell, that, although she was not a passenger, yet she was not guilty of such culpable contributory negligence as would prevent her from recovering for injuries received through the negligence of the railroad company's servants acting within the scope of their authority.

Judgment for \$4,000 affirmed.

A. T. & Santa Fe Ry Co. vs. Johns, Kans. S. C. June 11, 1887.

Train Service—Inexperienced Brakeman—Contributory Negligence.—Action on the case for personal injuries alleged to have been caused by defendant's negligence. Verdict and judgment for \$4,000 in favor of plaintiff. Defendant appealed.

Held, That an employee of mature years and ordinary intelligence, who has been warned of the danger of coupling a buffer engine with a car, the source of danger being as apparent to the brakeman as to the employer company; and if a servant of full age and ordinary intelligence, upon being required by his master to perform other duties more dangerous and complicated than those embraced in his original hearing, undertakes the same, knowing their dangerous character, although unwillingly and from fear of losing his employment, and is injured by reason of his ignorance and inexperience *he cannot maintain an action against the master for such injury*. Judgment reversed and new trial ordered.

Wormell vs. Maine Central R'y Co., Maine S. C. June 4, 1887.

Note.—The above rule is elementary and fundamental, and is every where recognized, and should be thoroughly understood by railway employes. The law implies and it is unquestionably the duty of the master to communicate a danger of which he has knowledge and the servant has not. But there are corresponding duties on the part of the servant; and it is universally held that the master is not liable to a servant who is capable of contracting for himself, and knows the danger attending the business in the manner in which it is conducted for an injury resulting therefrom. A brakeman is under as great obligations to provide for his own safety, from such dangers as are known to him, or discoverable by the exercise of ordinary care on his part, as the master is to provide it for him. He may by want of ordinary care and through fear of losing his employment so contribute to an injury sustained by him as to destroy any right of action that might under other circumstances be available to him.

Female Passenger—Alighting from Car—Injury—Conductor—Duty of.—The plaintiff sustained personal injuries in alighting from one of defendant's cars to a station platform, a distance of eleven inches. The complaint alleges that the night was dark and that the platform was not plainly visible. The evidence showed that it was somewhat lighted by the lights from the windows of the cars and depot and from a lantern in the hands of the conductor, the usual way of lighting. The plaintiff stepped out without supporting herself by the iron railing and failing to find the platform as near as expected by reason of stepping from the second instead of the third step she fell and was injured.

Held, That the company was not liable; that it was not bound so to construct its platform as to make accident to passengers using the same impossible, but only to use ordinary care to prevent accident.

Held, That owing to the darkness it was incumbent upon the plaintiff to exercise the greatest care; that she should have kept hold of the iron railing until she had landed safely.

Held, That it was not the duty of conductor to aid her in alighting nor the duty of the company to furnish some one to aid her in alighting from the car.

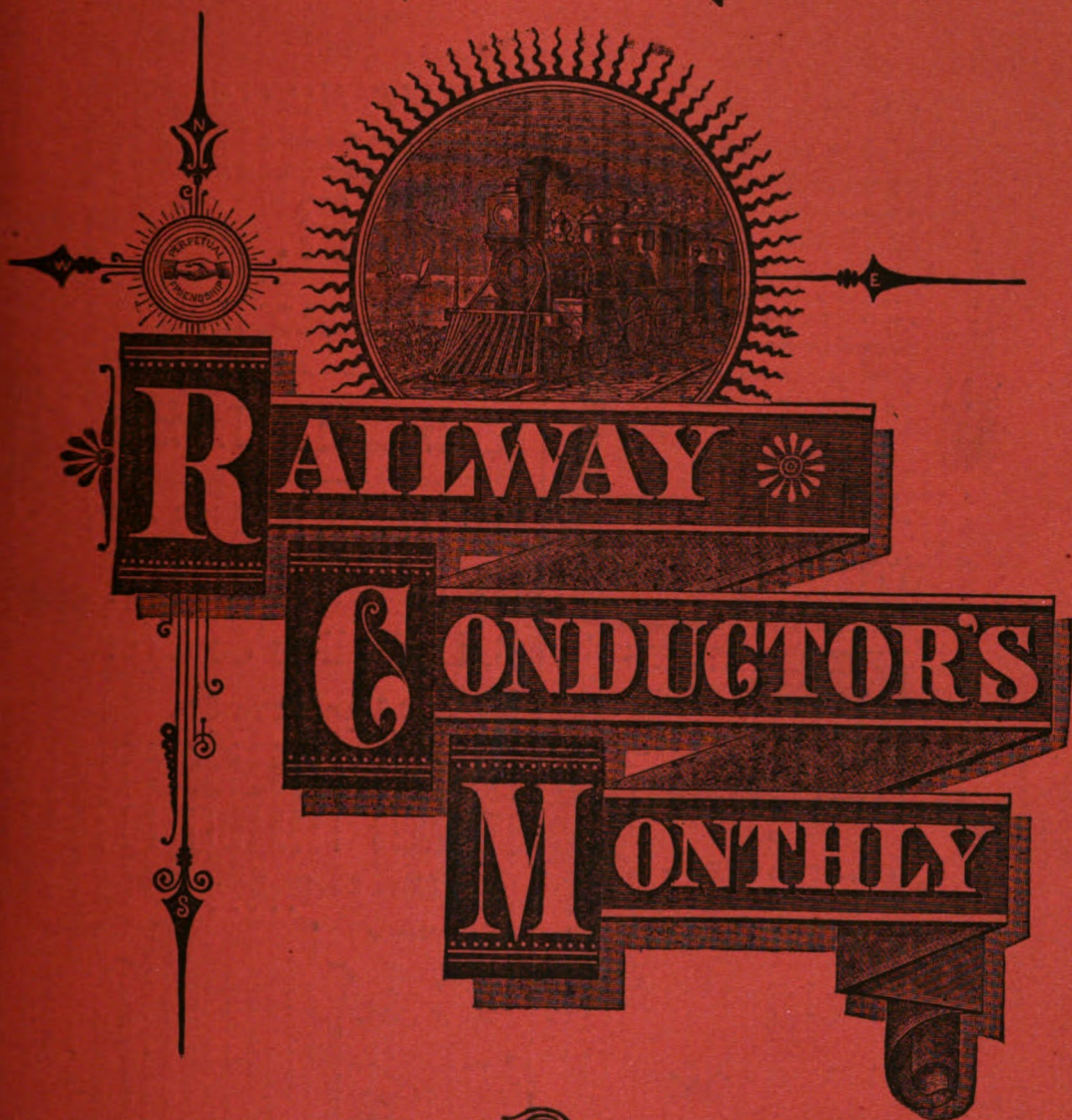
Lafflin vs. Buffalo etc. R'y Co., N. Y. Ct. of Appls., June 7, 1887.

Note.—This decision is not supported by authority of similar questions from the higher courts of other states, and has been already criticised by some able legal writers.

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C. S. WHEATON.
EDITOR.



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MANAGER.

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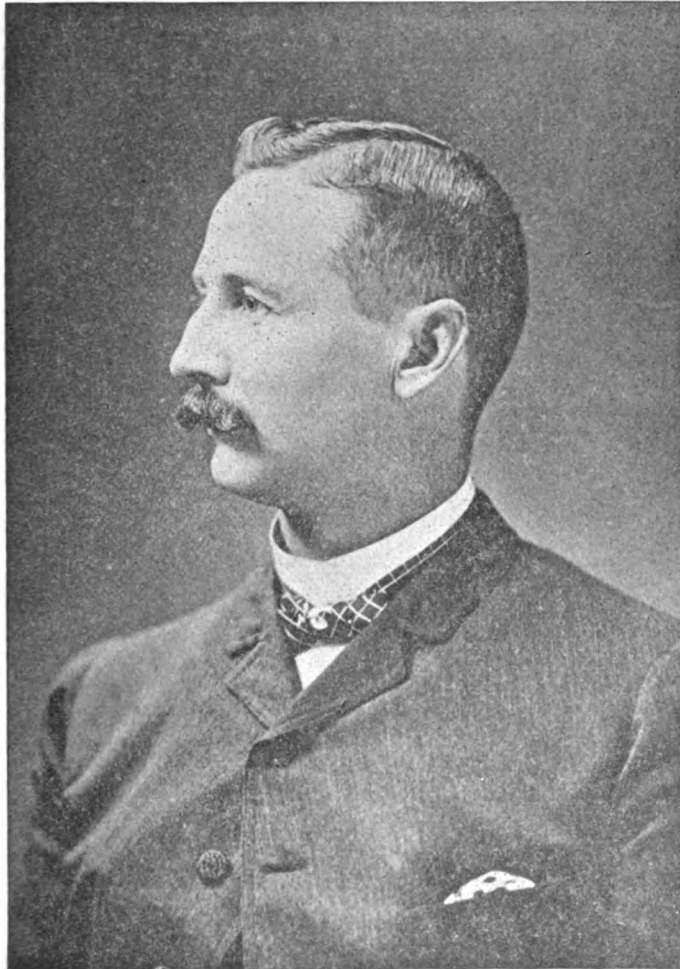
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CEDAR RAPIDS, IA., JUNE 1, 1888.

No. 6.



WILLIAM PRESTON DANIELS.

WILLIAM PRESTON DANIELS.

The subject of this sketch was born at Rockton, Ill., in 1852. He first entered the railway service in the capacity of a brakeman on the I. M. Division of C. M. & St. P. R'y, in the spring of 1868, remaining with that company until 1874, when he entered the service of the B. C. R. & N., where he remained until 1884, when he resigned to accept the position of Grand Secretary and Treasurer of the Order of Railway Conductors, on salary, having held the position since his election in 1878.

During the period of service for the railway companies he filled all the positions assigned to him with credit to himself and to the company. One of the most notable incidents of his railroad career was that of his successfully defending his train against over sixty desperate tramps, near Shell Rock, Iowa.

Mr. Daniels has just been re-elected Grand Secretary for a term of three years by the delegates of the twentieth annual session, held in Toronto, Ontario. It is a victory that he can well feel proud of, as he had for opponents two of the strongest members of the Order, combined with the opposition of other railway classes who did not hesitate to use dishonorable means to attain the end in view.

Mr. Daniels enters upon his eleventh term of service for the Order of Railway Conductors, with a record in which his enemies cannot find a flaw and with the confidence and support of a large majority of the Order and the respect of all honorable opponents. Brother Daniels was for two years the Editor of the Conductors' Monthly, and has been since its first publication, its business manager. In point of business talent and ability he has but few equals and no superiors; the present financial standing of the Order is due largely to his able financial management.

His family consists of a wife and two daughters, and his present home is located in this city. Truly, the Order are to be congratulated in their decision to continue him in the charge of the financial department of their organization for the next three years.

THE GROWLER.

Some men that you and I know,
Almost, imperceptibly, grow
From constant objecting
And always suspecting
Into "kickers" who mostly cry, no!

They call it "speaking their mind
Whenever they feel so inclined,"
It is understood
They see nothing good,
"Oppositions," have they well defined.

Their objections are always profuse,
For others they have only abuse,
"Till you silently pray
In some future day
They may kick themselves into disuse.

Growler was just such a "kicker"
Whether sober or steeped in liquor,
From morning 'till night
It was his delight
To engage in a constant bicker.

He made a burden of life
For his friends, children and wife,
Who of him were wary,
With excuses chary,
Since he was so eager for strife.

He "kicked" against things as existing,
Against life as it is, kept insisting
"He'd escape much abuse
By dying, no use
In denying life was full of twisting."

The death dealer heard his reflection,
As next victim made a selection
Of Growler the "kicker"
And wanted to dicker
With him for spirit inspection.
"Death he would have any day,"
He had often been heard to say,
Now offered a choice
At once he found voice
To object to dying *that* way.

Growler disliked much to roam
But business called him from home,
Arrived at the hotel
They were crowded pell mell,
He must sleep, though he "kicked," near the
dome.

Thus kicking, to bed did he pass,
Wishing to die, but alas,
His mind couldn't make
Up what method to take
Like a "kicker," he *blew out the gas*.

He thought nobody would know it
What evidence would there be to show it,
The directions he spurned,
"Gas, out, must be *turned*."
And kicking, declared "*he would blow it*."

How he died no one has a doubt,
Least of all his wife, so devout,
At his head, on a slab,
This conjugal stab
Reads "Growler just kicked *himself* out."
S. E. F.

CREDIT.

The unsuccessful and disappointed,
By fortune failing to be anointed,
Claim, without misgiving,
Sometimes boldly, lacking shame,
Hardened by misfortune's claim,
"The world owes me a living."

The world, composed of many parts,
By millions peopled, some with hearts,
Trying to make it better,
Requires proof, by life or deed
Of something done "in time of need"
Ere owning "I am debtor."

If by deed or self denial
Some you've aided in sore trial
In ways they can't forget,

Comforted the one forsaken,
Restored a faith in mankind shaken,
The world is in your debt.

If your willing, helping hand
Enabled some soul to withstand
Temptations but a few,
Or you said but a cheering word
To hopeless ones, it helped when heard,
The world is debtor to you.

The one who aids his fellow man,
In life, to do the best he can,
In spirit and in letter,
Will find, methinks, at "The Great Assize"
He is the one who wins the prize
Because the world's his debtor.

S. E. F.

A. STRAY SHOT.

It was early in '64 while our brigade (Hood,s) was still in Tennessee, that one morning we received orders to be ready to march at a moment's notice. We had been idle for some time and the prospect of action was not unwelcome. Besides, a "brush" meant a possible supply of blankets, clothes and commissary stores—of all of which we were in sore need! Those of us who had them rolled up our ragged blankets; the bugles sounded "fall in," and we were on the march.

We learned presently that the Federals were advancing by Cumberland Gap, where we had about a regiment of cavalry and a battery of light artillery. It was a splendid day; the ground was covered with a fresh fall of snow that glistened in the cold sunshine, and melted away here and there, showing patches of warm looking brown earth. The sky was a soft pale blue overhead; and the crisp little wind that blew in our faces had lost the biting edge it had at dawn. Our spirit rose as we fell into the familiar regular swinging step, and there was no straggling.

We had tramped steadily forward for some time when we heard, all at once, a sharp firing of small arms ahead, and rapid work by the battery. It seemed to be a short hot fight without the usual skirmishing. But much to our disappointment when we came to the bit of open country where the firing had seemed so brisk, save for the trampled snow and one or two wounded men and a few dead horses, a broken down caisson, a sabre dropped here and there, or a blue or gray cap caught on a bush or tossed on the ground, there was no evidence that a regiment of cavalry and a battery of artillery had here met an enemy in hand-to-hand conflict. The Federal troop, which proved to have been a single regiment out on a scout, had retired beyond the Gap, and our own force had followed in the direction of its former position.

We were grumbling loudly at having come so far for nothing, when a woman, mounted on an old sorrel horse and wearing a blue homespun sunbonnet, came galloping down the road. She dismounted at a small double-log cabin near by, and walked rapidly over to the spot where we were making ready to camp.

Had we seen anything of her two little boys, she asked, turning a pale agonized face upon us. They had been purched upon the fence when the Rebs began forming in line just across from the cabin, and the older one, "a leetle turned 'o six," had taken his little four-year-old brother by the hand and run out in the road to look on. Then, in a moment and before anybody could cry out to them even, the Yanks had come thundering along and they had been caught between the lines and

swallowed up in the rush and roar of battle. When the short tussel was over they were nowhere to be seen. She had gone on to where our lines had been re-established, and had there got ready leave to pass over to the Federal camp; but no one had seen or heard anything of the missing children. Would we help her hunt them?

Wouldn't we! Every man volunteered with a whoop. We formed a long line—like a skirmish line—and started, searching every foot of ground carefully, and calling out cheerily as we went. We peered under the edges of fallen trees. We turned over brush-heaps. We scattered the dead leaves that had drifted into root-bound hollows. We dragged the little pools of water made by the melting snow.

We had gone over two or three miles in this way. The short afternoon was waning, and the wind was growing sharp and keen with the lengthening rays of the sun. A halt was called. Some of the officers and older men consulted hastily together and were about decided to beat around in the opposite direction, when suddenly a shout came:

"Here they are!"

The shout was caught up and turned into a glad yell as it rolled along the line. I had heard the "rebel yell" before; and I heard it many a time after, when it meant victory at the close of a life-and-death struggle, but I never heard our boys in gray sound such a note of triumph as went up from their throats that day, as they double-quickened it to the spot where those two little runaways were lying!

It was in an old field, whose long-neglected furrows were covered with a thick growth of yellow sedge all wet with melted snow and shining in the soft red rays of the setting sun. A bushy squat pine had shot up here and there: the rotting rail fence was overrun with berry vines and almost lost in a jungle of brown withered mullein and pokeberry stalks that grew in its sheltering corners.

The children were in one of these moist, tangled fence-corners. Their little blue homespun frocks—for they both wore dresses—were all torn and draggled. Their chubby faces were brier-scratched and dirty. Their bare heads were matted with dry leaves and straw. But I reckon every man of us thought that God's blue sky never looked down upon a prettier picture than they made lying there, fast asleep and clasped in each other's arms.

We held our breath after that first shout for fear of frightening them. And when the grizzled old sergeant, whose very look was wont to make the recruits tremble in their boots, stepped toward them with a soft almost bashful smile on his lips, and stooped, we all took off our caps and leaned eagerly forward. How we all envied big burly tender-

hearted Tom J—when the sergeant beckoned him and laid the older boy all rosy and flushed with sleep, into his arms! The little fellow opened his blue eyes and stared vaguely around, then clasped his arms about Tom's neck and gave a long sigh of content.

The sergeant stooped again with a low chuckle of satisfaction. "The little-un is asleep for *sure!*" he said, as he lifted him gently and turned. The next moment he staggered under his light burden and almost fell. A hoarse groan burst from his lips. The little head with its tangled mass of yellow curls rolled heavily to one side; the little arms hung inertly down; the sergeant's hands where they supported the tiny neck were all daubed in blood!

The stray shot had done its cruel work well! It had ploughed across the small white throat and the baby head was almost severed from the little body. The "little-un" was indeed *asleep for sure!*

A kind of frozen horror swept over the group gathered in that old field. No man dared for awhile to look his neighbor in the face and when he did he saw there an expression that he has not forgotten yet if he lives!

Ten minutes before we were all ready to toss up for the privilege of carrying those little chaps home. But now every man of us hung back, dumb and unnerved. And the sergeant and Tom turned slowly and tramped away through the falling shadows to lay the living and the dead together in that waiting mother's arms. We followed silently with uncovered heads.

When the Federal officer in command heard that the children were lost, he offered to disarm his men, stack their guns with ours and join in the search. And more than once that night our pickets were challenged from the other side and anxious inquiries made for the little ones. When the answer went back across the hush and the silence of the night we could feel, though we could not see, the look that swept over the faces of our foes. And that look made us all akin!—*Hartwell Moore in March Wide Awake.*

NAPLES--VESUVIUS--POMPEII.

UP THE MOUNTAIN—THE BURIED CITY—SOME OF THE STRANGE SIGHTS OF ITALY.

NAPLES, ITALY.—Nature has done so much for the City of Naples that it seems to have been a little discouraged and never to have reached the robustness it attained in the more northern cities of Italy.

The architecture of Naples strikes the visitor from Rome as poor

indeed when compared with that of the latter city, but what it may lack in art is more than made up by its situation and the beauty and grandeur of its surroundings, its islands, its mountains and its incomparable bay. And just at the present time old Vesuvius hangs out a banner of cloud by day and fire by night, which, remembering its history, seems a threatening portent, recalling what it has done and suggesting what it may do again.

I had the good fortune to be one of a party that selected the only clear day we've had since the 20th for the ascent of the mountain, and while I do not intend to give you anything so hackneyed as a description of the ascent of Vesuvius, I could not help thinking while on its cone of ashes, as near the crater as we dared to go, how impossible it is for the tourist, the railway company and the swarm of worthless guides all combined to make it a commonplace experience or other than a memorable one, to stand on its smoking cone and hear breathings of the monster within. The mouth is shrouded in white sulphurous smoke, through which in intermittent bursts flame and melted lava are hurled upward, accompanied by a rushing sound like steam from some mighty engine.

The whole phenomenon is on so titanic a scale that no figure drawn from things familiar will adequately suggest.

The side of the mountain from which the lava stream is now issuing is for 100 feet or so on either side of it a quaking bog, with firm, though hot, lava at the top, and, in place of the mud and ooze that should form the bog proper, in the Vesuvius bog it is molten lava, that gleams through between the cracks and gives one the unpleasant suspicion that at any moment the crust on which you are standing may either cave in or slide down the incline, exposing its fiery bed.

The traveler if he wishes a unique experience, should after leaving the mountain drive on to Pompeii, which he can easily reach by dusk, and after a comfortable supper, to be had at the "Inn of the Sun," let him go forth either by moonlight or starlight and visit the buried, or rather the unburied, city, lying white and still and ghastly in the uncertain light. You feel that should its streets suddenly become re-peopled it would not astonish you, that the astonishing thing is its blank emptiness, its dead silence.

The fact that the moonlight view is contraband, and must be done in a very noiseless way, does not lessen its flavor, although we were assured by a young American gentleman, whom we met at the hotel, and who kindly went as our guide, and who had committed this sin before, that any good Italian who might see us among these ruins would cer-

ainly do nothing worse than cross himself and move away to report the seeing of more ghosts at night in Pompeii.

That we would fare as well if seen by the guard he did not feel so certain.

By daylight much of this ghostliness is gone, but the interest is not lessened.

The art of Pompeii (its marbles and wall painting) is almost wholly removed to the museum at Naples. What remain are in deserted street temples and dwellings, these all lying open to the sky, not a roof or door, save one or two temporary modern ones, are to be found here.

Of course, nothing really new can be said about Pompeii, yet it is an ever fresh wonder and unlike any other ruins, in that it brings you so close to the buildings, to those who lived and moved and had their being in these streets and houses 1,800 years ago. The baker's oven is so perfect it might be used to-day, in fact the bread of his last bake also remains, a little stale, but perfect in shape, with the baker's stamp upon it. The bath, the fountain, as if they might have been used yesterday. In one corner of a room, bedded in ashes, lies a skeleton, the volcanic ash that was his pillow for nearly 2,000 years, undisturbed that he still may rest upon it. The cast of another who has turned to dust is shown, still clutching the money belt fastened 'round his waist. Another, a delicate woman's form lying with face buried in her folded arms as if trying to shut out the stifling smoke; another, a woman and child lying close together; another, an old gentleman lying peacefully, with his head resting on one arm as if in sleep. It is difficult to analyze the feelings that crowd upon you while looking at these evidences of a catastrophe so terrible. It is with an effort that you compel yourself to believe that it occurred at the beginning of the Christian Era—that the bread you are looking at is older than the earliest books of the New Testament; that the old gentleman so quietly resting on his arm may have conversed with St. Paul, and St. Peter, too, if Catholic tradition be correct.

It is this great age, coupled with such remarkable preservation, that constitutes the unique quality of Pompeii as a ruin. The volcano withdrew it from the first century to give it back to us of the nineteenth.

L. T. IVES.

AN EXCELLENT ADDRESS.

The following is the full text of the admirable address delivered by Conductor E. G. Blaisdell at the recent banquet of the Camden Division

of the Order of Railway Conductors. It should be carefully read by all friends of labor organizations :

"The position which the prominent labor organizations of the country occupy at the present time should lead us to congratulate ourselves that our principles are such as they are. We recognize no conflict between labor and capital. The laborer of to-day is the capitalist of to-morrow. Our attitude is consistent throughout. It does not bring us into antagonism with our employers. It does not presuppose a state of affairs where coercion is necessary—on either side. We consider ourselves to be the responsible members of an administrative government—a true body corporate, which for the successful and systematic management requires the exercise of far more skill and the expenditure of far more capital and labor than any body politic. True civil service rules prevail. Promotions are for merit ; discharges are for cause. In every respect we have the advantage of the members of the body politic. We are not at the mercy of an incoming or an outgoing administration. The administration changes, but we do not change with it.

So far as this Order is concerned we have no interest in, no use for politics, or for that which would ambroil us in politics. Our tenure of office depends upon good conduct, the only consistent and satisfactory relation that can exist. There is every evidence that this is the case. Here around me are men who have grown gray in the service—whose terms of service dates from the beginning of railroading in this section.

The record of our existence as an order is not one long catalogue of quarreling and recrimination over the question of labor and wages. We attain our ends by simpler, less expensive, but quite as effectual and expeditious methods. We do not contend that the skilled laborer and the unskilled laborer should receive equal pay. We do not believe that the good man, so far as his work is concerned, should be brought down to the level of the poor man on the questionable grounds of an adjustment of wages, or an adjustment of sentiment. We are not advocates of the pernicious principle that men should go without work for six months for the doubtful pleasure of seeking other positions at the end of that time at reduced pay. The record of most strikes shows conclusively that they are remunerative in an inverse ratio, and remunerative only to their ncisy promoters. The great army of workingmen suffer, but do not grow strong or wealthy by such means.

We aim to be conservative men. We counsel true temperance, temperance in speech, temperance in action, and temperance in habits. The wholesome restraints that we throw around a man are of incalcu-

able value to him. And while we believe in holding every brother accountable for his acts, we do not believe, because a brother is down, in keeping him down, or in pushing him down further. Our aim is to lift, to be true to the cardinal principles of our Order, true to our consistent claim that this Order is calculated to ever make bad men good and good men better.—*Exchange*.

FRIENDSHIP'S MESSAGE.

BY FANNY FORRESTER.

Friend ever faithful, as I sit alone,
 Sad as the gloaming that enfolds me round,
 Dead embers dropping on the white hearthstone
 Fell on mine ear with melancholy sound.
 And the low winds are sighing with regret,
 Though dying day is faintly smiling yet.

The moon has risen o'er the silent street
 Like the pure soul of the departed day,
 Shedding from heaven a benediction sweet,
 The while her silvery beams like spirits stray,
 With noiseless footsteps through my open door,
 And gently wander o'er the cottage floor.

Dreams of delightful moments passed with thee
 Come to me; dearest, with this pensive hour;
 Through shadowy trees thy lilac robe I see
 Sweeping so lightly o'er each slumberous flower;
 I see the dewdrops twinkling here and there
 'Mid the dark tresses of thy clustering hair.

As with the tinkling brook our voices blend
 I mark the flush upon thy dimpling cheek,
 And whisper softly in thine ear: "Sweet friend,
 They know thee not who say the world is bleak:
 To me at least 'tis neither bleak nor drear,
 So long as thy warm heart is throbbing near."

And as I speak my hand steals into thine,
 Like a tired bird that seeks some resting place;
 I know, I feel, thy precious love is mine,
 By thy fond eyes and sympathetic face.
 My voice is trembling as I tell thee how
 Life would be dark without thy friendship now.

Let it be changeless, dear, through good and ill,
 When friends less loved shall coldly pass me by:
 I will not mourn if thou art faithful still,
 How could I miss them, sweet, when thou art nigh?
 Ah, I could even smile and let them go,
 Content with thee, because I love thee so.

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

C. S. WHEATON *Editor.*

UMATILLA JUNCTION, ORE., Feb. 28, 1888.

EDITOR MONTHLY:—Having about ten hours to lay at this place, the city of sand and wind, waiting for short line train, I thought I would let you know how Div. 91 is getting along. We are holding meetings very regularly with a good attendance. We are taking in a good many new members, and I think they will all prove good members of the Order.

The official ax has again fallen, and four more brothers have been made to walk the plank and look for a situation elsewhere. Cause, Traffic Detective agency. Brothers Clough, Moore, Walker and Houston are the victims.

Brother Dustin, P. C. C., has hung out a shingle at No. 3 Morrison St., Portland, calling the attention of passers by that he deals in real estate. May success attend his undertaking. Brother McNamara has declared a dividend, and gone into business other than railroading, and from the numerous trips to Oregon City and the dress makers, I think he is about to take a partner in the dividend. [Call and see Mc and register.] Brother Guilford having had a hard time boring snow this winter with the Rotary plow, has been granted a leave of absence and boarded the hurricane deck of a caboose and gone to the foot hills to look for a ranch. Skip Lewis has been promoted to passenger, but thinks he will have to resign unless the U. P. quits running narrow gauge emigrant coaches, as he cannot get through them.

Our broken ranks are being supplied with some good members of the Order from other sections of the country. Brothers E. M. Stevens and E. F. Romick, from the C. B. & N., and Brother W. W. Mitchell from the Minnesota & Northwestern. Robinson has been put on the Main Line but I do not think he likes it. Portland is too big a town for him.

On January 23rd Brother Lyons was called into the Superintendent's office and was told that his services were no longer required—as conductor, and the following circular was placed in his hand:

Brother Lyons commenced braking on a little road, named the Winona & St. Peter, when it was a road of about one hundred miles long, in the year 1863 or '69. He was as slim as a telegraph pole and about as tall, and was an expert at the business. The road passing into the hands of the C. & N. W., he was soon running freight and then passenger, and I think he ran passenger nine or ten years prior to his coming west. He was always known as Slim Jim, or Slim for short, and was very popular in that country. Coming west he was given The Dalles yard, which he ran successfully until promoted to a passenger run which he ran until promoted to Trainmaster. The promotion of Brother Lyons meets with general approbation among all employes of the C. R. & N., and it is well merited.

Hoping that I will be able to meet you at the Grand Division,

I remain yours truly in P. F.,

WM. WEIDNER.

MANCHESTER, VA., April 5, 1888.

EDITOR MONTHLY:—Dear Sir:—I will drop you a few words to let you know that Richmond Div. 152 is still in the land of good faith. We always have

good meetings and can safely say an average attendance, but must agree with Bro. Norman Watkins in his correspondence dated St. Louis, Mo., Dec. 9, 1887, read in the January issue of the MONTHLY, that we have got at least three classes in the manner best stated by Bro. Watkins. It is one of our greatest drawbacks that we cannot get our brothers of the Order to attend meetings. I do hope that every division of the Order may take more interest in this matter. My dear brothers, it is a good work; lay your shoulder to the wheel and help to shove it on. We have good men advancing every day. Bro. J. A. Gee, of Augusta Div. 201, formerly passenger conductor of the R. & D. R. R., has accepted the place of Passenger Agent of the Atlanta & West Point R. R., office No. 9 Kimble House, Atlanta, Ga. We wish him ever so much success in his new business.

I will now try and tell you something about the old reliable line, the P. A. L. Ry., with all the latest improvements. The Western House improved air brakes, the steam signal whistle, (in place of the gong on engine), and the Martin Anti-fire Car and Heating Company' heaters in our cars, which work like a charm. The first train with the heating arrangements left Richmond' Va., on train No. 56, at 3:10 p. m., Dec. 31, 1887, in charge of E. T. Morris, conductor, and Ribd. Carrington engineer, engine No. 71, one postal, one baggage and express and two coaches. This train was equipped with the heating arrangements consisting of four cars and engine under the management of Mr. J. M. Holt, F. C. R. of the R. & D. R. R. in six days and a half. Now brothers, when you hear any one say we southern boys lack for vim etc., please tell them they are mistaken.

Please give me a space in your MONTHLY for the above and oblige,

Yours ever truly in P. F.,

E. T. MORRIS,
C. C. Div. No. 152.

SLATER, Mo., April 15, 1888.

EDITOR MONTHLY:—I promised in my last letter to tell the readers of the MONTHLY something about the Kansas City division of the "Alton" upon which members of Div. 212 put in their time. The K. C. Div. is 200 miles long extending from Kansas City to Booth, Mo., near Bowling Green, a point 13 miles west of the Mississippi river. We have got the best road bed in Missouri, being rock bottomed. Have a few bad hills to contend with but do not do much "doubling," as engineers rate their engines for the hills, and set out cars at last station before reaching hills if they have too heavy a train. Standard engines haul 16 loads on the west end and 22 and 25 loads on the east end. Moguls haul 19 and 21 loads on the west end and 26 and 28 on the east end. By east and west ends I mean east and west of Slater, as the same crews all run both ways out of here, "First in first out." There are about 33 crews including local crews. Through freight crews are paid standard wages, viz: 3cts and 2cts per mile. On local crews and work trains the conductors receive \$78 and brakemen \$52 per month of 26 days.

We have, as yet, no schedule of pay for over time, but in case of a wreck or damage done to track by storm, causing delay and "lay outs" on the road, we are allowed liberal pay for it if we present claim for it on our time slip for the trip, together with a full account of the nature of the delay. We have good comfortable "little red cabooses," with the "Dutch" speed recorder, to keep us all in order. All things considered we are pretty well contented with our location, and the way in which we are treated.

We have a new superintendent, the change occurring April 1st, when S. D. Reeves resigned, and D. Brock was appointed in his stead, with headquarters at Roodhouse, Ills. E. J. Sanford is our assistant supt., and Frank W. Egan, chief despatcher, both located at this point.

Among the many points of interest on the K. C. division of the Alton are, first, Kansas City itself, which is the liveliest, busiest, booming railroad center west of Chicago. Thirteen miles from Kansas City we pass through "Blue Cut," made famous by the great train robbery done by the James boys. Three miles from Blue Cut we arrive at Glendale, also famous as being the place where the same gang stopped a passenger train, went

through it, after tying the operator and cutting the wires. The engineers who were pulling the trains in both these robberies, are still pulling engines here. The robbers "knew their business" when they selected Blue Cut and Glendale as the places in which to do their work. The names of the engineers are Joe. Herriman and C. Foot. The former being on the side of a steep hill of about four miles in length, surrounded by a forest, and among bluffs and gullies, affording admirable hiding places. Glendale is but a water station at the foot of this same hill, where the water tank, pump house, an old box car for a depot, and one dwelling constituted the town. Next comes Blue Springs, near where are the company's stone quarries, and Rock Crusher, where they turn out about thirty car-loads of crushed rock per day, which is used in ballasting the road bed.

Between Green Valley and Oak Grove may be seen an old farm house where the Younger brothers used to live, also a battle field, where, during the war, Quantrell bush whackers, and some Union soldiers met. The out-lines of the rifle-pits are yet quite distinct. At Higginsville are located extensive coal mines.

From this point to Slater the road runs through some of the very richest farming land in Missouri. Twelve miles east of Slater at Glasgow we cross the Missouri river on the *first all steel bridge* put up west of New York state. It was built in 1879 and has no "draw," being high enough for all boats to pass under.

At Higbee, 32 miles east of Slater, more coal mines, and the crossing of the M. K. & T. R'y. Ten miles further east we cross the Wabash Western, and run side by side with it, nearly all of the next 25 miles. Both roads running through Centralia, Mo., where, during the war, Quantrell took prisoners 100 union soldiers, stood them in a row, and shot them down, "just to keep his men in practice." The bodies were buried near the east-side of the village, on the R. R. right of way, but I understand that they were taken up after the war and taken to Springfield, Mo. Fourteen miles from Centralia we arrive at Mexico, Mo., a city of about 5,000 inhabitants, and the point where the South Branch leaves the Maine line, running south 50 miles to Jefferson City. The remainder of the run to Booth is across a stretch of level prairie and through a number of small villages. Such is a brief description of what is to be seen on a trip over the road through this "neck 'o woods," and if any of the brothers who are short of news to write, and would like to write something for the MONTHLY, would give us a description of the country and points of interest along the line they are located on, I think it would prove interesting and perhaps instructive reading.

Division No. 212 is in a prosperous condition, having about \$125.00 in the treasury, a good attendance at meetings, and gaining in members. We adopted a new set of by-laws at our last meeting, one of which imposes a fine of 50c on any member who does not attend a regular meeting if he is in the city, unless he has a very good excuse for being absent, and it is the duty of the A. C. C. to examine train register of the date on which meetings occur, and check up and get names of those who are in and do not come to division room. These names are given to the secretary, and immediately after roll call each meeting, if any of the delinquents are present, they are called on for their excuses, which must be accepted by a majority of those present, or 50c goes in the till. You divisions who are complaining of non-attendance just try it. It is nearly time for your delegate to start for Toronto. Be sure you have him well posted, that he may intelligently represent your division.

There are several brothers here braking for trains. The Order is thought well of by Alton officials, and they do what they can for all who present themselves. Business has been light since rates were restored, but is expected to pick up soon.

Yours in P. F.,

J. J. BARNES,
Correspondent Div. 212.

ALLIANCE, OHIO, April 20th, 1888.

EDITOR MONTHLY :—Please allow us space in your valuable MONTHLY to thank the brothers of Alliance Division, No. 177, for the beautiful presents they so kindly presented to my wife and self April 15th. We are both highly pleased and thoroughly appreciate the feeling that prompted the gifts and we hope none of them may ever have cause to regret the interest they have taken in our behalf. Such episodes in one's lives help to drive the clouds away, lighten the cares and make us feel like taking a new hold on life.

The presents bring a lesson to my mind : The cane shows me how frail is man, and how badly we need the support of our friends. We are all more or less dependent upon friendship, it is almost impossible to stand alone.

We start out in all the vigor of youth and early manhood, and think we can conquer worlds ; but in a short time we are all broken as a reed shaken by the wind, and feel as though we had made a complete failure in life.

It is then that we need our friends, and their assistance comes as oil upon the troubled waters, and helps us to take courage and fight the battles of the world anew.

The ring also teaches a lesson, the beautiful circle of gold as it is teaches that when we have made a circle of friends, not to betray their confidence, and thereby forfeit their friendship. Perpetual friendship is and should be our motto.

Thanking you and all, we are

Yours very truly,

MR. AND MRS. R. S. KAYLE.

BOSTON, April 23rd, 1888.

EDITOR MONTHLY :—In accordance with your instructions, I proceeded to Bellows Falls, Vt., on Sunday April 22nd, and organized Division 233, and installed the officers. A brief summary of the proceedings is as follows :

I was assisted by brothers of New England Division 157, as acting Grand Officers. Division 233 chose the name of Bellows Falls Division, and elected as officers : C. C., Jas. A. Goodwin ; A. C. C., P. G. Dawley ; S. & T., W. H. Kiniry ; Sr. C., M. Severance ; Jr. C., Theodore Allen ; I. S., Z. T. Grover ; O. S., S. M. Whitneo ; Delegate, Alfred Dow. The staff of officers of Holyoke Division 198 took charge of the division and exemplified the work of the First Degree in full form, after which the staff of New Haven Division 201 exemplified the work of the Second Degree in full form and closed the division. The work as performed by these officers was most excellent and was thoroughly enjoyed by nearly 200 visiting brothers, representing divisions 24, 80, 122, 157, 171, 198 and 201. The work of the day began at 11.30 a.m. and ended at 4.30 p.m. continuously except one hour devoted to dinner. Special trains were run on the Fitchburg R. R., Connecticut River R. R. and the Cheshire R. R. for the convenience of the members of the Order.

That the new division has started under the most favorable conditions so far as instruction in the work is concerned, you will admit, knowing as you do, the high order of excellence attained by Divisions 198 and 201, as above mentioned.

Very truly Yours in P. F.

C. F. HAMMOND.

Deputy G. C. C. 1st District.

ORGANIZED.—A special train from this city took a large party of railroad conductors belonging to the order of Railroad Conductors to Bellows Falls, Vt., yesterday, where they were met by other members of the order, and together instituted a new division. The train started over the Connecticut River road at 7.15 o'clock, and carried the Holyoke and New Haven divisions. Among those on the train were: Chief conductor W. F. Ray of the Holyoke division, assistant conductor William Low, senior conductor Charles Short, secretary and treasurer A. A. Beal, junior conductor Mann and 17 members of the division. There were also 17 members of the New Haven division and the following officers: Chief conductor, W. W. Pardee; assistant conductor, S. H. Clark; secretary and treasurer, A. S. Ostrander; senior conductor, John Gallagher; junior conductors, Charles R. Neil and John Carroll. The train stopped at Holyoke and the party took breakfast at the Windsor.

Special trains also went to Bellows Falls from St. Albans, Vt., with 40 men, Rutland, Vt., with about 25 men and Boston with 75 members of the New England and Boston divisions. Delegates were also present from the Fitchburg and Troy (N. Y.) divisions, making in all 165 members of the order. The convention was held in Union hall at 11.30 o'clock, when a special session of the grand lodge was held with the following grand officers present: Deputy chief conductor, G. F. Hammond of Boston; assistant deputy, G. F. Towne of Waltham; secretary and treasurer, A. A. Beals; senior conductor, A. O. Brown; junior conductor, W. Hogen of Newburyport; inside sentinel, J. H. McDonald of Salem; outside sentinel, G. D. Granger, of Boston. After the session the delegates repaired to Town's hotel where a dinner was served. After dinner the delegates reassembled and division 233, known as Bellows Falls division, was instituted by the grand officers and the following officers installed: Chief conductor, James E. Goodwin of Bellows Falls, division superintendent of the Connecticut River road; assistant chief conductor, P. G. Dawley of Bellows Falls, secretary and treasurer, W. H. Kiniry of Bellows Falls, senior conductor M. S. Verance of Brattleboro; junior conductor, Theodore Allen of Bellows Falls; inside sentinel, S. E. Grover of Bellows Falls; outside sentinel, S. M. Whitney of Rutland. The division starts with 16 charter members with excellent prospects of rapidly increasing membership. Alfred E. Dow of Bellows Falls was chosen division delegate to the convention to be held at Toronto, May 8.

The officers of division 198 of Holyoke took the chair at the close of the installation and performed the full work of the first degree, after which officers of division 201 of New Haven worked the second degree. After the close of the secret work, what might be called a serial meeting was held, at which the chair called upon several brothers to address the delegates. Among the speakers were H. S. Burs, Mr. Nash of St. Albans, Vt., Mr. Morrill of division 198, Mr. Benson of Fitchburg, Mr. Allen of division 146, Mr. Smith of Holyoke division, Mr. Elsworth, Mr. Beals and Mr. Goodwin, chief of the new division. The addresses were principally on matters concerning the order, both as a whole and in its divisions. Strikes were severely dealt with, the order as a whole being strongly opposed to them.

A vote of thanks was passed on the return trip to Superintendent John Mulligan for his kindness in giving the use of the train. The object of the order of railroad conductors is charity for the members in trouble and as well as for its social features. The exercises were held Sunday to allow a general attendance.—Springville Republican.

AURORA, Ill., Feb. 1st, 1888.

EDITOR MONTHLY:—I am sure I am committing no breach of confidence in sending you the enclosed communication from a worthy brother of the Order, one who is staunch to its principles, compliant to its laws, a hard and faithful worker for what he believes to be right, a brother who has never, in my eight years acquaintance with him, failed to re-

spond to the call of an unfortunate railroad man in need, with aid of a substantial kind. He has always been first in efforts to relieve the distress of a railroad man in need, by subscription and circulating of subscription papers to gather funds for relief.

The following is the communication received by me :

SCAB.

EDITOR MONTHLY :—Having heard the term at the heading of this article applied to many during the past fortnight, by men I would not consider in any way, shape, or manner, the equal of those to whom the term is applied, I am constrained to ask, what is a "scab"? At the same time defining my understanding of the same, as I am one who is classed a "scab." I have always, and trust I shall continue to exercise the right guaranteed me by the constitution of our country to earn my daily bread, and provide for my wife and little ones in whatever way and by whatever means I may see proper, so long as I abide by this constitution, and conform to the laws of the country, considering also, that the railroad company in whose employ I am, have the right to ask their employees, at any time they may see fit, to fill other positions than those for which they were originally employed, also recognizing the privilege of any corporation to dismiss from its service any one refusing to obey their orders. Discipline is necessary and must be maintained at whatever cost. Again, the question of wages. Can any organization afford to pay me my monthly salary?

I am at least sure of that every month with the railroad company, while with any society organized to fight corporations and capital, I am much afraid my salary would be very uncertain. Taking everything into consideration I am of the opinion that I should prefer being called a "scab" and being sure of a living for my wife and little ones, to being called "one of us" and think there was a likelihood of my family wanting the necessities of life.

I have no apology to offer for my course, but shall continue in the same course I have begun, viz. to exercise my rights as a citizen of this country, so called "free," to earn my living, when, where, and how I see fit.

The mere thought of being called a "scab" has no terrors whatever, as I am confident of the support of all intelligent and right minded railroad men, and have ever found it a fact that those who are most ready to say "down him" to one exercising this right, are the last to go down in their pockets to help sustain one unfortunate enough to lose his situation through following their teachings. Ignorance and superstition belong to the past. Many a man has been made a wanderer from home, a fugitive from justice, despised, neglected, and forgotten, through this same advice; ever deprived the chance to earn his daily bread in his right name, and compelled to deny his own name and seek a livelihood under an alias; with these answers and failing to see where I have wronged anyone, I am

Yours truly,

BRAKEMAN.

I am bound to sustain my brother in all he says. 1st.—Men who will crave and accept assistance to-day and to-morrow address the giver by the appellation of "scab" simply because he prefers to work to support his family rather than use his efforts to further the designs of a few ignorant superstitious things calling themselves men, are not entitled to be even classed as high as "scabs."

I do not wish to, nor will I, say anything against laboring men organizing themselves into societies, so long as these societies are used for a legitimate purpose. But when any society, or organization of men, depend on sending their two hundred pound sluggers to annihilate a little crippled man of one hundred pounds weight who happens to belong to another society, then it is time such society ceased to exist. It should receive no recognition, countenance, or even tolerance, at the hands of other societies, or the public.

2nd.—The author of "scab" says: "I have always, and trust I shall continue to exercise the right guaranteed me by the constitution of our country, to earn my daily bread and provide for my wife and family in whatever way and by whatever means I may see proper, so long as I abide by the constitution and laws of the land."

Who can deny a man this right; surely no intelligent right minded man will dispute this right! It is a well known fact to thinking and reading men, that nearly every question of difference between employer and employee is raised and advocated by men of few letters, men who are incapable of reading and understanding the finer principles of good

government, and these "questions of difference" are at once seized upon by the next lower grade of human beings, commonly known as agitators, or walking delegates, who, for some selfish purpose, or through ignorance, (I am at present uncertain which,) seek to increase the uncertain state of mind, magnify the supposed grievances, until some poor man, unable to read and inform himself as to right or wrong is worked up to a pitch where he will commit an act causing an open breach between himself and his employer, so flagrant as to demand discharge, then all his associates, having through his misunderstanding made him a scape goat for themselves, "strike" for his reinstatement, making demands on their superior officers outside the bounds of all reason. Oh! what a farce!!!

Without ever coming out like men, and asking to have grievances adjusted in a quiet and orderly manner, satisfactory to all, they work in an underhanded way, casting, or attempting to cast, the blame on one poor ignorant man not capable of reading his own name, but, thanks to the generosity and good sense of the officers of this division of the "Burlington Route" all matters can be adjusted by using a little sense.

Going further on down in the brothers article I find he has struck a key note, viz. "*Discipline is necessary, and must be maintained at whatever cost.*" Just for one moment imagine the entire relaxation of discipline on a great railroad like the "Burlington Route." How long would it exist? Who would patronize it? How long would the public tolerate an institution that was allowed to run itself? I am inclined to think that it would not long remain an eyesore among the great institutions of our free America.

I might go on and take "scab's" article up, word by word, sentence by sentence, and paragraph by paragraph, and from every word, sentence and paragraph, create a lecture on this subject, if I were capable, and yet fail to convince many of the members of the various striking organizations throughout the country, for the simple reason that ignorance and superstition predominates to such an extent in their ranks that "wrong" will be believed, no matter what method is taken to present the right to them. In this day and age, ignorance excuses no one, all may be informed, if they will but give a small share of time and attention to instructing themselves in the questions pertaining to their own existence and not leave this important duty to walking delegates and agitators, who, nine times out of ten, pursue their detestable course from mercenary motives, or self elevation, but through the intervention of some providence, failure has attended all their efforts so far, to gain prominence in any part of this land.

PLUNKETT,

Division 96.

WHITE PIGEON, MICH., March 5th, 1888.

EDITOR MONTHLY—As I was made correspondent for the MONTHLY at our last election, was just thinking how something from Elkhart Division, No. 19, would look in it, and as it is my first attempt I hope you will overlook all mistakes. Our division, though small, is in good working order, all pulling together for its good. A few members have been added to it in the past year and have been fortunate in not losing any. We hope to add largely to it this year. We have two brothers on the sick list that have been sick sometime, Bros. Wash Brown and Frank Weyrick, but think they are on the fair road to recovery.

Our Ex Secretary, Bro. G. W. Huntley, having just returned from a pleasure trip to Canada, his old home, wished me to say that while there he had the pleasure of meeting Bro. Dawforth, of Division 24, who is at present one of the two genial proprietors of the Albion House, Montreal. Also that anyone, either in the order or out, who visits Montreal and does not call on Bro. D. neglects a grand opportunity to enjoy himself. He also says that he should judge that Bro. D. was perfectly at home in a hotel, as he fills the bill so completely. Hoping you will find space for this, my first attempt, in your worthy monthly, I will sidetrack.

Yours in P. F

C. S. ROGERS.

MACON, GA., March 7th, 1888.

EDITOR MONTHLY:—Having looked in vain for "the letter that never came" from some southern division, I have determined that you shall hear from 123 this once, hoping that someone handling a more able pen seeing this may be induced to lend his efforts towards making the MONTHLY more interesting to all sections. We all know how eagerly we turn first to the correspondent department when the MONTHLY comes, and while we read with interest the letters from different parts of the country, we feel disappointed when we find our territory left out.

I am satisfied, by a limited experience, that a little more effort on the part of individual members would increase the subscriptions 50 per cent, and in a short while we could easily make our Journal a weekly instead of a monthly. This is much desired, even at an increase in the price of subscriptions, for I feel confident that by its more frequent visits we will be brought closer together, and more truly become a band of brothers.

Macon Division 123 is in a flourishing condition, with a membership of 50, with an average attendance of 14, which, considering the territory we cover, we think creditable. When possible our members are found on hand at "leaving time," and we are frequently favored with the presence of visiting brothers. These are always gladly welcomed and, as little as they may think, do us a great deal of good; we all like to appear well before strangers, and their presence inspires every officer with an effort to do his part well. Brothers, when travelling this way do not fail to come to see us.

The Executive Committee for District No. 10, is well organized with L. J. Harris, Charleston, S. C., chairman, while they have had no work thus far, stand ready for any emergency. The meeting of this Committee at Jacksonville, Fla., January 14th, was well attended, and the manner in which we were entertained by St. John's Division 196 will not soon be forgotten, Atlanta, Ga., was named as place for meeting in 1889, when we hope to reciprocate in a measure the many favors shown us.

I did hope to see an account of this meeting in the MONTHLY, and indeed it would have been interesting reading for those of you who were snowed in while we were enjoying ourselves plucking fruit and flowers in the groves and gardens of our entertainers, surf bathing at Pablo Beach, dining at the magnificent Ponce de Leon, viewing the quaint sights of old St. Augustine, and excurting on the wonderful St. John's ruin, all the time being wined and dined to our fullest capacities. The veteran, Brother Ace Dunn, of the W. & A., fully expressed our feeling of obligation, when upon being called for a speech, said, with hat held aloft, "Dear me! ladies and gentlemen! dear me! we don't know what to say, you must all come to Smyrna, we have no gate to our yard, and the door stands wide open."

I would like to particularize further but the length of this forbids. In a word we were most delightfully entertained, both by individuals and corporations, and we can only hope for an opportunity to show our appreciation. With greetings to all, and an earnest desire to see more of you, we remain

Yours in P. F.

MACON, DIVISION 123

KANSAS CITY, May 3rd, 1888.

EDITOR MONTHLY:—From the beginning of the "Q" strike there has been a tendency on the part of B. of L. E. and L. F. to throw slurs and insults at the Order of Railway Conductors; not only was this the case during the strike, but it is kept up still; in all their meetings this vituperative and mud slinging disposition seem to predominate, and why? Simply because we would not "join the gang." At Kansas City the brains and ability of these organizations arrived at what seemed to them to be a very wise conclusion, viz. That the difference between a "scab engineer and a conductor was so small that it would take a powerful magnifying glass to discern it." Now we don't mind the opinion of this very august body any more than we do of anyone else possessing the same amount of intelligence. I have seen it quoted somewhere that "con-

sistency was the vice of an evil mind" and in this article I will endeavor to show what a fearfully pure mind they possess according to the quotation. Now, when they struck first they said "We can not afford to work for these wages, if you can find men to do so we are willing and have no objection." Now, that was all right and an honorable course to pursue, but let us see how long they were contented to act this way. Just as soon as they found the road could get along without their *very valuable* services and were filling their places, then they say here "We will tie up all connecting lines" who endeavor to do as the laws of the country says they must do, i. e. not discriminate in the interchange of traffic to the detriment of any party or parties. On the A. T. & S. F. A. a strike was ordered, and for why? in their interview with Gov. Martin one of their chief grievances was the Santa Fe were sending in men to take their places, anticipating a walk out, and upon investigation it was found nearly all the men who came were B. of L. E. men looking for work expecting the Chicago extension to be opened up, when more men would be needed. They had had a grievance of some kind before that, the company conceding to and granting all they asked for, they acknowledged they were getting all they wanted and were being treated in a kind and generous manner. Still they tie the road up, simply because she is doing what the law says she must do, haul C. B. and Q. freight, here in this case they are doing all they can to injure and cripple a road that gives them all they ask for, not only does it hurt the company but thousands of others, who live on the line, who never done them any harm in the world, still they are not satisfied, they say "we will tie up all the roads but what we will make the Q. come to our terms;" just stop and think of the amount of harm and suffering that would have brought about, not to speak of the paralyzing of all business of every kind, manufactories all closed up, poor people thrown out of employment, who have no other source of revenue except their daily wages; a general stagnation of everything, and for what? Just because the C. B. and Q. can get along without their organization; is this honorable and fair? is it doing what they first agreed to? Now in this fight their hand was against every one, those who were treating them the best were the ones they were doing the most harm to. Then, when their places were being filled by men whose places some of their gang had taken, they cry out "scabs!" getting paid back in their own coin. B. of L. E. take your medicine, it may not be a pleasant dose but will be good for what ails you.

Now as to your ungentlemanly attacks upon the Order of Railway Conductors it is fully in accord with your other actions. Wonder if they remember when the conductors on the I. B. & W. concluded they could not work for the wages, how they offered to carry the way bills in their seat box and run both ends of the train, three of them, whose names I have, did try it, but as a matter of course they did not make a success of it. On the L. N. A. and C. it was the same way there. Now we did not get mad and cry out "scabs," we simply quit as fast as men could be found to take out our runs, but the company soon found out it would not do to trust both ends to the engineer, and, strange to say, there are some men, even to this day, through their ignorance, are presumptuous enough to suppose they can run both ends. Now Mr. engineers in both these cases you offered to take your trains out without a conductor and now because we have no hand in this strike you call out "scabs." We are helping the company out now just as you did in both other instances; now you are baby enough to kick, be men, stand up, and be treated as you treat others. No, you conclude "We are scabs, and a lot of monkeys with strings tied to our neck and when the string is pulled we dance, &c., &c." Now we will just fool you a little on that. We are under no obligations whatever to your organization, have never received any favors from you, and that is more than you can say of us. When you want a brother engineer carried over the road who do you ask but one of the very same scabs and monkeys to carry them. If a conductor wants a ride would you carry him on your engine? No, a thousand times no. Don't require a very strong magnifying glass to find the conductor in a case of this kind. Not long ago an engineer went to his conductor, who is running a passenger train out of St. Louis, on the Wabash, and introduced two men to him as candidates for favors, and this was their transportation, viz: A personal letter from Mr. Authur, saying that they had been up on the

Q. to run engines, but had been convinced of the folly of their ways and were going back home to join the B. of L. E., any favors shown them in the way of transportation would be appreciated &c., &c., presto change, how quick you can change a "scab" into a good brother; still as you say they are all incompetent men, incompetency don't count if they will join the gang; again, here is your chief officer, head of your grand organization, writing a letter and asking a favor of the very man whom you are so bitterly denouncing and slurring. How the mighty do fall! To me the most humiliating thing on earth would be to have to ask a favor of anyone whom I thought of as you do of us. Heretofore Mr. Engineer your cards have been honored by nearly all conductors, now pay your fare, or walk, should be the motto of all conductors. I have had about six years experience as passenger conductor, and the number of engineers who have asked for favors have far exceeded any other class of employees. Pretty good kind of a fellow, ain't we? when you want a ride for yourself or some member of your family or a friend, but in your meetings we are "scabs and monkeys." Here comes a brilliant idea emanating from the pen of one of your gifted and talented engineers, viz: he is opposed the licensing of conductors, as it would bar engineers from becoming conductors, ready and willing to admit he has not gone through the rudiments that go to make up a good conductor, realizing he is not competent to run a train, still wants it so he can some day become a scab or a monkey himself, and kicking because he is afraid he, or some of his brothers won't some day have brains enough to become a "scab." Oh, how consistent you all are, but it is characteristic of your brotherhood.

Engineer, in writing, goes on to state how he has the safety of the train in his hands and everything to look out for, while conductor sits by the warm stove in the caboose &c., &c., and a lot of conglomerated mess of nonsense not worth noticing, still I can not forbear asking this brave knight of the throttle, in case of a break down or a stoppage between stations on these cold wintry nights, what does he do? Does he take a lantern and go personally to see that all is right, flags all out and train protected front and rear? No, I'll tell you what he does, shuts up his window, lets down the cab curtain, takes his cushion and makes himself comfortable and warm, while the conductor and brakeman are out flagging. How many times would it have happened that the second section would have run through the first and killed every soul on board if the conductor had waited for the brave engineer to protect the rear end? Now, Mr. Engineer when you write like this you simply make a laughing stock of yourself and display your ignorance, better stick to your engine, you will have better success running an engine, with a conductor to keep you out of trouble, than you will trying to run a train, when you would likely have an engineer pulling you who is as ignorant as you are (and your writings fully shows it). What do you fellows want, anyhow? If the strike had been won by you the next move, as I understand, was to insist upon the C. B. and Q. discharging Mr. Stone and all the O. R. C. men, that you would refuse to pull any Order men. 'Tis said that "Man wants but little here below" the writer of this never knew of the B. of L. E. when he wrote that. Why don't you ask that all railroads be turned over to you, then you can have your own general manager and conductors, and then for safety people will go the old fashioned way, in their wagons. Your demands are very moderate, why don't you ask for the whole earth and a controlling interest in heaven? then you would have a chance to keep "scabs and monkeys" out of there also, and the majority of people would prefer to go to the other place to find better society. Why, here in Kansas City, you even boycotted a saloon because of a favorable remark made in there about conductors; strange to say the saloon still runs, has a better class of customers and not so many on its books, besides it don't bother us, as we don't hold our meeting in the saloons nor discuss our Order business there.

On April 8th, fifteen hundred members of the B. of L. E. and B. of L. F. met at Tammany Hall, New York City and after considerable eloquence had been exhausted in kicking about the loss the C. B. and Q. was experiencing, some resolutions were unanimously adopted. Now as capitalists who have their money invested in the "Q." are satisfied with Mr. Stone and his actions, where have the B. of L. E. or B. of L. F. any kick coming about the loss the C. B. and

Q. are sustaining. If they chose to operate their road at a loss to establish a precedent that they would rather operate the road than turn it over to the employees, your kicking about their loss is a little premature and far fetched; it is their pocket books that suffer, not yours. Don't grieve for them for the losses they are sustaining. They don't ask for your sympathy. Resolution first, as adopted by this grand meeting, starts out by saying: "Resolved, that the action of the Chicago strike, acts of violence excepted, are hereby approved, and it is the opinion of the delegates herein assembled, that if the suggestion contained in the resolutions of March 4th., had been carried out as advised, the strike would have been settled in less than three days," &c. Now in this resolution you are writing to acknowledge that acts of violence were committed, but you don't approve of them. Now did you take any measures to stop them? You succeeded to get the switchmen to join the strike, they were made the cats paw of to do the acts of violence, throw links and pins and try to kill those whom you considered as scabs. Still you don't approve of it and now say the switchmen's strike was one of their own getting up. Maybe you did not try to get them to walk out here in Kansas City, and didn't have committees to talk with them.

Second--"That our pledge of financial and moral support to our striking brothers of the C. B. & Q. is hereby renewed and will be continued as long as necessary." That is very good and charitable and shows a disposition in the right way and in this case the strikers certainly have no kick coming. If they can draw their wages and sit at home doing nothing, they have a soft job, to be continued as long as necessary. The necessity will be of longer duration than you anticipate.

Third--"That although our brothers in the west may not have succeeded in obtaining all they desired, we consider the principle worth a thousand times more to us than it has or will cost the brotherhood." I don't know what principle it has involved with the brotherhood unless it is the principle that if your brother don't want to work for the wages and we can't compel the company to pay them the wages we will support them in idleness. The railroad established the principle that it was not absolutely necessary to turn their property over to the engineers and firemen to select General Managers and Conductors who were not O. R. C. men.

Fourth--That the fight on the C. B. & Q. has not impaired the power and usefulness of the brotherhood and are stronger and better prepared to maintain their positions than ever before." That may be, but your positions are filled on the Q. by "scabs" just the same; you let yourselves down easily in this resolution.

Fifth--"That we favor conservatism, when it is adequate to the ends in view, but when dealing with radicalism and aggression we do not feel bound to be more conservative than our opponents." The C. B. & Q. has been paying the engineers for years as it was at the time of the strike, you concluded to not work for them any longer, and as you said "had no objections to your place being filled by men who could work for those wages." You quit, left your engines and the service of the company, the company set about trying to fill your places which you had left, then when it began to run its trains again, and in no way interfering with your organization, not trying to force you to work against your will, then you set to work to compel them to take you back by making other roads, who are giving all you ask, suffer. Is that what you call conservatism?

Sixth--"That the reports of our Grand Chief resigning, &c., if he did not achieve a victory in this fight, are absolutely false." At the time of the strike, it was reported, in a Chicago paper, that Mr. Authur in an interview with a reporter made some such remarks and it was not contradicted by that gentleman.

Seventh--"That the egotistical, conceited and mugwumpian utterances of the Grand Secretary of the Order of Railway Conductors regarding the Brotherhood of Engineers does not express the sentiments of a majority of the conductors toward our organization, and that his statement that most of the conductors were competent engineers, is well known to be absolutely false and idiotic." I will wager not three hundred of the fifteen hundred, at this meeting, can tell what a mugwump is; this resolution compares favorably with the balance. I will tell you one thing, that there are more competent engineers among the conductors, by far, than there is com-

petent conductors among the engineers, you proved this in our grievance with the I. B. & W. and the Q. N. A. & C. railroads; did they trust you with the trains? In these cases you offered your services and were anxious to do a little what you call "scabbing;" in our case the company called on us, as employees, to help them out, shows very plainly who the company think are the reliable men; they did not ask you on the two roads I have mentioned, *you offered your services*, and as a rule, with two or three exceptions, the company did not consider you competent and declined your very valuable services. You did not think then that there were good brakemen, who had earned these trains by right of promotion, that could run them; no, you did not want to see them promoted or get to the front, still you want them to strike now and help you out; is there an instance on record where you ever helped out the brakemen or switchmen? No, you want everybody to help you and you help nobody, and if they don't they are "scabs." Now will you please to tell me where is the most harm or the scabbiest work, for you to *offer* to fill our place, or us to help the company when asked to? Oh! how consistent you are.

Eighth—"That the *twin* brotherhoods of Engineers and Firemen will be honored throughout the land long after the names of its present enemies shall cease to be remembered, except as a reproach." Now all the enemies you have are of your own making. If you consider us such you commenced the fight by calling us names and throwing slurs (which you are better versed in than gentlemanly language) at us for doing just what you offered to do yourselves. Who do you expect to be honored by when we are forgotten; is it by the people along the link of railroads, that must and will suffer by your strikes? Is it by the families of men whom the associates who join you in a strike kill or cripple in acts of violence while they are trying to support these families by earning their daily bread? No, Mr. Engineers the time is coming when you will be ashamed of yourselves. While I am not in favor of importing cheap labor, there are men to be had abroad to-day, who are thorough and competent engineers, two thousand can be found in England to-day, running engines for \$75.00 and \$85.00 per month, who are not only thorough engineers but mechanics as well, and make time that throws American roads in the shade. Don't you suppose when railroads see they must either import men or turn their roads over to you they will choose the former, you would yourselves were you in their places. If you owned property or a business you would want to run it to suit yourself.

Another instance of the consistency of your organization before I close and I could fill the magazine with them. An engineer in K. C. secured a position on the Police Force to guard the company's property, after trying everywhere to secure work to take care of his family; a horrible kick is made about him doing this. Still you don't approve of acts of violence, at the same time would persuade men not to guard the company's property, to keep your associates in this strike from doing these very acts of violence. If "consistency is a jewel" the casket where your jewels are kept must resemble the cupboard where Mother Hubbard went to get the bone for the dog.

I am sorry to see the brotherhoods of L. E. and L. F. show this disposition towards our Order. We ought to try to get along; are we not all working for the same object, to get a living for ourselves and families? What I have written is not intended as personal to anyone, I have some very warm personal friends among the engineers, men whom I respect and like to meet socially, but these ill timed, ill natured, ungentlemanly remarks and slurs against the Order of Railway Conductors calls for some remarks. We, as an organization, have no apologies to make and no favor to ask only to be let alone and allowed to follow out our line of duty to ourselves, our familiars and our employer.

The Fireman's Magazine favors a combination of the Engineers, Firemen, Brakemen, Switchmen and Knights of Labor, you might also add the Anarchists. The Switchmen can throw the links and pins and destroy cars and so forth, the Anarchists could blow up a few general offices with dynamite, or throw a few bombs. Then in case of emergency the Engineers

could repeat the acts of the strike of 1873, on the North Missouri R. R. Still you are not in favor of acts of violence; with an amalgamation of such as you propose how will you hinder it? especially as you don't want any of your idle men, who can't find other employment to get paid for hindering or stopping these very acts you claim to disapprove of. I have refrained from saying anything in this matter as long as I could, but these continued attacks upon our Order has gone on till I feel it necessary to have a little say myself. If the Brotherhood wish to meet us socially, and act like gentlemen, we will go you one on that, but as long as you feel inclined to slur us and feel as you do towards us we will go you one on that too. As I said before, I have some very good friends among the engineers and when I think of them I think of the story of "Old Dog Tray." Now Mr. B. of L. E. and B. of L. F. just simply please let us alone, we can manage our own affairs and it is not necessary to keep growling at us; it don't help your cause any and only shows a craven as well as a childish disposition to kick at people for doing what you offered to do yourself, and for which you were incompetent to do.

You say the majority of the Order of Railway Conductors don't approve of what Bro. Daniels said, now does your organization approve of these ill natured remarks made about our Order? I'll tell you what the trouble is, you have too many Martin Iron's kind of fellows with you and, as an engineer said to me not long ago, "if Mr. Authur don't like our extreme radicalism we will just pass it over his head, we must win this fight no matter what means we employ." In future, I hope when any more strikes occur you will attend to them in your own way and not make it an occasion for a fight with us. And if any member of the Order of Railway Conductors is caught extending any favors to your members while you feel this way about us I hope he may be discharged for doing it. Now you have heard me, and I can come again if necessary. In the meantime, Mr. Editor, allow me to beg pardon for so much space in this monthly, hoping this feeling of antagonism may soon die out. I am

Very respectfully,

ONE OF THE MONKEYS.

FARGO, April 10th, 1888.

EDITOR MONTHLY :—Allow me to again encroach on your patience, and use a little of the valuable space accorded to the use of your division correspondents. The last time we appeared in the MONTHLY the "beautiful" snow was circulating rather freely around this part of the country. But thanks to the giver of all good, spring, welcome joyous spring, with its incoming flocks of birds, and gentle breezes, once more makes its appearance.

And to the average railroad man, who attends to his duties all through the long and tedious winter, the appearance of warm weather is hailed with joy. But with the approach of warmer weather comes plenty of work, as the U. T. runs through a fine stretch of country, and the vast country tributary to its main and branch lines demand a large amount of supplies, and turn out a vast amount of our Northern productions in the way of "No. 1, hard."

The overland express trains are loaded to the brim with passengers going to the far west. Some for pleasure, others to seek for themselves a home, in the new land toward the setting sun.

Bro. Vincent, Bro. Sloan, Bro. Wheeler and Bro. John Clark, who are on the through fast trains, say they are earning their wages, and your correspondent has no reason to doubt their word, from the size of the trains they have to work. Bro. Walsh, Bro. McLenan and your humble servant, are taking care of the branch lines with Bros. Neal and McLennon, competent extra passenger men, always on deck;

So you see the passenger department on the Dak. Div. is fairly represented by O. R. C. men, who are doing credit to themselves and giving the company good service. Bro. Trotter and Bro. Bates are our "kickers," but they come in with just as big trains

as any of the boys, and generally have a word of good advice and a kind word for all. Brothers Warren, Read, Mehany, Smith, Wood, Curran, Dalliari, and others whom I do not recall, are all rustling the freight trains and doing good work.

Our division is in a flourishing condition, new applicants for membership come to us nearly every meeting. Bro. Walsh, who is our delegate to the Grand Division, has been our Expert Rotary Plow man the past winter. We can recommend him as being able to interest those who will have the pleasure of meeting him. Then we vote our appreciation of the kind offer of the Grand Trunk to our delegates from Chicago to Toronto. I am surprised that some of the other lines have not offered something of the kind, notwithstanding the Inter-State Law, I believe that the Order is gaining favor with the officials of the N. P. R. R. We are sorry for the adverse report of the Committee who had the License Bill in charge, let us not give up the ship. I believe such a bill can become a law, the B. of L. E. opposition notwithstanding.

There are a few good and true B. of L. E. here, who advocate the passage of a good license law, and there is no doubt but that with careful management and a good understanding of its intents and purposes, such a bill can yet become a law; however, I do not wish to enter the field for extended discussion, unless forced to in defence of our position.

Hoping to hear good reports from the Grand Division through the MONTHLY, and wishing the cause God speed, I will close,

Yours truly in P. F.

A. L. C.

ALLIANCE, OHIO, April 12th, 1888.

EDITOR MONTHLY :—Bro. R. S. Rayler, P. C. C., and wife, received a beautiful gold headed cane, with his name engraved, also the Div. 177, O. R. C., and Mrs. Rayler a beautiful gold band ring, by the O. R. C. conductors as a token of love and friendship for him as a zealous worker for Division 177, and the Order in general.

Also the Flafmen and Brakemen of the B. of R. B. made Bro. R. S. Rayler a handsome present in the shape of a red onyx stone monogram of O. R. C. cut on one side and square and compass cut in on the other side, making a handsome charm as well as a valuable gift, in token of their highest respect for him as a man of honor and trust. Success Brother Rayler.

Yours in P. F.

F. M. F.

DERRY STATION, PA., March 14th, 1888.

EDITOR MONTHLY :—Noticing that you complain that members of all the divisions do not contribute, although previous contributors from Division 144 have heretofore been consigned to the yawning tomb of the waste basket, I venture to send you one more, with the request, that if it meet the same fate, it may go un mutilated, and if published let it be without mutilation.

The officers of No. 144 are C. C., Robert McDowell; A. C., S. V. Myers; S. & T., T. J. Thompson; S. C., F. Shannon; J. C., Aus. Shaffer; T. S., A. Fight; O. S., W. Bell; Division Committee: C. S. Shaffer, A. Fight and S. W. Coho. Delegate: C. S. Shaffer. Correspondent: H. W. Drips.

Now Mr. Editor, do you not think it requires a very remarkable allowance of that particle of the human anatomy extending from the ear to the chin (and a goodly amount of chin also,) to advocate an increase of Grand dues to support a paper, proposed to be inflicted on all the members, whether they wish it or not, and whether they are in sound physical health or the reverse, even if the majority so decided, what right have they to impose a tax on even the minority for a something they do not desire, and it may be unable to

pay for with justice to their families? Do not think me harsh, but I have seen railroad men imposed upon so much, and in so many ways, during the last 20 years that any scheme that has the most remote appearance of draining their pockets compels me to protest against it.

A word also to the brother who writes in the January number from Division 59, who uses the Word of God to sustain his argument in favor of insurance, and immediately turns about, and says: "Go to the poorhouse of the county, and you will see *how the Lord provides for the widow and orphan*," (the italics are mine.) Does the brother believe the book from which he quotes? or does he forget that God places in every man's hands the means of providing for emergencies? God does not encourage either idleness or neglect of duty! every man has the opportunity of using the means by which he can place his family above want, and if he fails to do so, by insurance or otherwise, either through want of thrift or inattention to his plain duty, it is, to say the least, very irreverent to charge his failure upon God. I have no doubt the brother wrote without thought, but it is certain God works by human means, and is not to be expected to do for man that which he can do for himself. God furnishes the means and leaves man to the free agency of his own will, and if man neglects or refuses to avail himself of the means, he alone is answerable for the failure. As well might we lay to the charge of the Supreme Creator all the evils that exist, or are caused by the cruelty of wicked men, instigated by the enemy of souls himself, as to lay to his charge the neglect of duty of mankind. There is a great deal of truth in the brothers communication, to which I strictly agree. I believe the insurance department of the O. R. C. to be the best in existence, and would be glad to see every brother take a policy, and would favor the consideration of an amendment making it compulsory, as I firmly believe this to be the strength of our Order.

Will the brother be kind enough to inform us where he finds the Book of Hezekiah, from which he quotes in his article, having never heard of it before, I am curious to know where it is to be found? but I have already spun this out to double the length I had intended, therefore subscribe myself for the present,

Fraternally yours in P. F.

H. W. D.

LINCOLN, NEB., April 9th, 1888.

EDITOR MONTHLY.—If you will kindly allow me a small space in the MONTHLY, I will try to let your readers know how we are living on this "scab line," (as the strikers and their sympathizers call it,) the B. & M. R. I think if ever the mettle of the O. R. C. men has been tried it has been on the Burlington Route in the present trouble. But the boys have shown that they haven't forgot their obligations. Engineers, firemen, switchmen, and lots of brakemen, all crying "scab" and making all kinds of threats, throwing pins, and such other acts, as only such a cowardly crew of ruffians would engage in. I am employed in the yard at this place and have charge of a switch engine. I was the only O. R. C. man working in the yard, and because I preferred to work and support my family to going out with them and drinking up what I had earned, in bad whiskey and crying "scab" I catch it all round. But their spite work hasn't killed me and I don't think it likely to. It would be laughable to read the endearing names I see on box cars about me, if it wasn't too vile and indelcent for any decent person to look at, and right here I wish to say that any conductor that shows any favors of any kind to a B. L. E., or B. L. F. or S. M. A. A. man hereafter, is very foolish. One of our brothers from Topeka, Division 179, Bro. Miller was running a train here when the enginemen struck. He was given an engine after the engineer had left it and he seems to be making a success of it, as he is still running it and I have't heard of the crown wheel dropping with him yet. He is pulling the pay car and specials. This set them wilder than ever at O. R. C. men. I

heard an engineer say : "Wait till we gain our point, then we will fix the——
O. R. C. ———."

They can call us "scabs" and whatever they like, but there is one consolation left us. We can make them walk, as some of them have already done, or ride out of town on a night freight in a box car. A few words to brother "Observer" and I am done. "Observer" I am surprised to hear any brother talk of consolidating the B. of R. R. B. with the O. R. C. I think it about as possible as to consolidate gunpowder and fire. It can't be done harmoniously. The O. R. C. does not need any consolidating. What we need is a good license law to protect us and keep clerks and favorites from taking what we have spent the best years of our lives to learn. There may be harmony existing on the road that you work for, between the B. of R. R. B. and O. R. C. but it is not so everywhere. You would change your mind, I think, if you had heard the cracks made that I have heard right here. Their cards wouldn't carry them to the whistling post with me and lots more men that I know of. I think as much of a brakeman as anyone else, but when they turn against their best friends, men that in most cases can keep them braking or help them to something better, I think it is poor policy to talk of consolidating. This they have frequently done. What kind of epithets has the editor of their journal hurled at our G. C. C. and G. S. and T. ? not only at them but all of us that belong to our Order.

"Observer," please take what I have said in good part as I have not written it to start any controversy, but in conclusion I will say, I am switching in a strike and intend to continue doing so, if I have to work with a six-shooter in one hand while I pull pins with the other. Well I fancy I hear someone say "shut that fellow off," so I will quit right here. "Adios Senors."

Yours in P. F.,

A. L. SHAW,
Griffin Division, No. 66.

SEDALIA, MO., April, 1888.

EDITOR MONTHLY :—Dear Sir and Brother, as I have been a pretty close reader of the MONTHLY and not seeing anything lately from Queen City, Division 60 ; and as I am a member of that division, I thought I would try and write a few lines in behalf of said division. Not having the opportunity of being at our Regular Meetings, I am not prepared to say how things are working, but I feel assured with Bro. J. H. Lafferty as C. C. that things are working smoothly, and we want no better assurance that the division will be in a prosperous condition as long as we have such earnest workers as Bro. Lafferty as C. C. for he is a man who has the interest of the Order at heart, and you will always find him ready and willing to lend a helping hand to a worthy brother, (which I am sorry to say, that I have found some that are not,) that they so soon forget their obligation, and are always trying to get to the top of the ladder, it matters not who they tramped on, or whose face they throw dirt in. Now Brother Editor I am decidedly opposed to that way of doing business.

I like to see every man do the best he can, but while he has been fortunate enough to be promoted to better runs that is no reason he should get on a high horse and stay away from the division room and never know what the division are doing, except what some brother tells him, and nine times out of ten the work that brother has done will not suit him, and he will have some unbecoming remark to make about the worse.

Why, Bro. Editor, I have known brothers, that belong to my division, that their faces are never seen in the division room, except at an election or when the Grand Chief Conductor is visiting the division, and then they come before the division is opened and stay until it is closed, on account of not being able to work their way in or out, and those are the brothers who get all the praise from the officials of the railway companys, and the

officials hold the O. R. C. up as a model organization, but the men that stood shoulder to shoulder in the unpleasantness of 1885 and 1886, on the Gould South-west system when we walked out with our guns on our shoulders, in defiance of the strikers, to guard the company's property, left our families at the mercy of the strikers who were at that time desperate enough to do anything, throwing stones at houses and breaking window lights out, and in one instance set fire to a house, the owner away guarding the company's property.

Conductors were hooted at on the streets, called all kinds of names, took all kinds of abuse from the striking element. And I ask the question, why did the conductors submit to this, is it because it is an organization that does not believe in strikes, but arbitration, to adjust our grievances with our officials harmlessly? You let a railway company have trouble with their employees, in the way of a strike, and who do they call on first and last to assist them to move their freight? I answer, the O. R. C. is first and last to put their shoulders to the wheel, do anything on the road that his superintendent may ask him to do, but when the strike is settled and the business of the company has assumed its old channel, and freight trains are running as though nothing had happened, but it only takes a few days for the superintendent to forget who their friends was in time of trouble. Why Sir! I had the superintendent tell me that the conductors on the P. R. R. would have to do something very detrimental to the company before they would have cause to relieve them from the services of the company.

Now brother, I want to tell my experience in strikes. I was running a freight train on the M. & P. R. R'y, in the strike of 1885 and 1886, and been with the company for a period of 18 years. I had worked for the company from the shovel up to a conductor and always tried to give satisfaction, and I believe I come as near filling the bill as any one could do, and when the strike come I was one of the first to shoulder a gun and said "Come on boys, we will take care of the company's property, and move the trains," but I am reaping my reward, now breaking extra.

Was discharged on account of a brakeman, on head engine of my train, throwing off a lump of coal, and they claimed I ought to see him throw it off, and I being 35 cars from him, in my caboose; this was the excuse, but however in course of time the real cause presented itself for my dismissal, and you will be surprised to know the cause, and wonder why it could not be straitened out or adjusted. It was simply this my brothers, I was discharged by one superintendent, then after he discharged me he gave his consent for me to go to work on any other division on the systems, which after several months I secured a position as conductor and was running when a change in general superintendent took place, and when the new superintendent took charge and found that I was running a train he ordered my discharge, I of course went to see him to know the charges he had against me; he claimed that I had been relieved by the former superintendent, and he had no right to reinstate me, or let me run a train, notwithstanding I was running previous to the present superintendent's appointment. After I assured him that it was with the consent of the former superintendent, who had first discharged me, that I was running then, he then brought up another excuse which surprised me, and one which was somewhat embarrassing to one who felt he had not done anything he should be ashamed of. He accused me of being an agitator and a very bad man and one who had caused trouble with the men on the road.

That I was one of the conductors that had went to see Mr. Hoxie and Carragan with a lot of stuff and I had went there for the purpose of having one of his conductors removed. Notwithstanding I pleaded with him that I had been sent there by my division to adjust certain business with the above officials and in no way connected with having anyone removed. Now brother you I believe can recollect about the stuff that was taken there. It was in regard to adjusting the overtime on the Gould South-west system. Notwithstanding I pleaded with him that everything was satisfactorily arranged at that

time and agreeably adjusted and that I was no agitator and had always conducted myself as a gentleman, and always been a faithful servant for the company. He finally admitted that he knew nothing about me, only hear say. Now brother, this is what hear say does. Hear say has taken bread and butter out of my little childrens mouths. I haven't had a situation that I could make a living at since I was discharged off the main line of P. R.

I merely bring this up as an argument to show how much interest is shown O. R. C. conductors, especially those that have been tried and found not wanting, but I assure you, that personally I have nothing but the kindest feeling for those who I think has done me a great injury, and it looks like that the officials of R. R. company want to use the O. R. C. as a mere tool, to do the dirty work for them in time of trouble, and if the O. R. C. has the slightest grievance to adjust with them, they turn a deaf ear or try to bluff them off, that settles the question, you have no other redress.

I believe in what the Bible says : "An eye for an eye, and a tooth for a tooth."

Bro. Editor I can show you men that stood up for the R. R. company through their troubles, that has no job to-day, and the very men that would have burned up everything that Jay Gould had, and him thrown in to boot, had it been in their power, some of these men have been given good positions right on the same road they wanted to destroy. And O. R. C. conductors, and others that stood by the company, have to rustle for something to do.

Understand me, that I mean men that are worthy men and are sober and industrious and competent to fill the position which he represents, and are willing to support their family by their labors. But some of these men are roaming around the country, working at anything they can find to do, and the striking element laughing at them. Is this justice between man and man, can men be treated this way and not feel as though something ought to be done in their behalf, that they should have equal right with the agitating element and not be used as a mere tool?

Brothers, I am an O. R. C., dipped and dyed in the wool in every respect, and I feel proud of it, but I tell you I am getting tired of hearing and seeing so much wrangling between ourselves, one brother wants one thing, some other brother wants to run things some other way and there are others who must have their way with everything, and so it is, a pull from one to the other, and as a consequence nothing is accomplished.

I'll tell you, my brother, if you want things to run smooth we must pull together. What is your interest is my interest and should you see a brother going astray take that brother by the hand and pull him back in the ranks, talk to him and show him where he is doing wrong, visit with him, do not discard him and cast him off for the first offence. If he has not got the Insurance get him to take out a policy, show him the advantages of carrying the insurance and I believe that we have the best insurance and the cheapest of any insurance I know of.

Now Bro. Editor as this is my first attempt, I will close to wait to see if this finds the waste basket or a place in the JOURNAL.

Yours in P. F.

A STAYER.

ST. THOMAS, April 16th, 1888.

EDITOR MONTHLY :—At our Regular Meeting, April 15th, we had a good attendance, and am happy to say this is nothing unusual. We meet every Sunday, and seem to have business and formal talk enough to keep us busy all the afternoon. We have several brothers whose powers of rhetoric are simply inspiring when they get interested in a subject, and for the last month we have had any amount of material for discussion.

I believe if brothers B. and C. could have heard their circular criticized pro and con, they would have regretted scattering their effusions broadcast through the land, some bro-

thers thought you had left your usual conservative good sense behind you somewhere when you approved of it, and others were charitable enough to say they thought no notice should be taken of it, because they thought it never emanated from the brothers whose signatures graced the bottom of it, and it was unanimously agreed to collect them all and but them in the stove, which was done, but what was our surprise to find engineers on our division with copies of this same circular in their possession, which they would pull out and shake in our faces to show what we had done, and would probably do again. Now these circulars never got away from us, but had floated in some other boat, and it was the opinion of the division that less hard feeling would have been engendered if the B. and C. circular had never been printed.

The Q, trouble was not our funeral so long as the contagion did not spread, and we are glad to see that other roads, centering in Chicago, have come to the same conclusion, and have agreed to let the C. B. and Q. people fight it out among themselves. Our officers, on this road, begged us to refrain from arguments that would irritate our fellow employees, because it would be a sore spot, and could not do otherwise than create ill feeling, now and in the future, this policy we have been pursuing, and we can see a better feeling existing in spite of the B. and C. circulars and other magazine talk that is floating around. We have perused the B. L. E. and B. L. F. and B. R. B. journals, and see that they are coming down to good common sense ideas. Even Bro. Ed. F. O. S. — has an editorial which any train man could read with pleasure, because it was composed of good sound sense, (I refer to the B. of R. R. B. journal for April,) but he could not help spoiling it and insulting a majority of conductors and brakemen by one paragraph, wherein he gets vent by saying that "As usual the O. R. C. disgraces itself in the eyes of the world by taking the places of striking engineers and fireman, and doing anything, in fact, to keep down the men on strike." Now, what does he mean by *as usual*, we never heard of a similar case, everybody knows that the present strike on the C. B. and Q. is unprecedented, and was sprung on everybody, except the management of the road. The conductors and brakemen were not consulted about the matter previous to the strike, and there are thousands of engineers, conductors and brakemen, besides the other large army of employees, who can't afford to lay off a couple of months or years, just for the purpose of letting another class of employees gratify their inebriated verbosity and egotistical imagination by having a little trike, and getting paid for it. We fail to see why Bro. Ed. F. O. S. — should be trying to fix such a gulf between the B. of R. R. B. and the O. R. C., our interests are identical, there is nothing inimical between the two societies, we all have to brake but we don't expect to brake all our life time; fancy a lot of old, decrepit, white-haired, and rheumatic, pot-bellied brakemen. No, Mr. Ed. F. O. S. — we expect to get trains to run, and will get them, and then just imagine running a train and not belong to the O. R. C. the idea of creating a feeling of dissension between the two is preposterous. There must be something else sticking in your crop, and the sooner you cough it out of you the better.

Yours truly,

5M LATE.

CITY OF MEXICO, April 12, 1888.

EDITOR MONTHLY:—We dwellers in the Valley of Mexico scarcely understand when winter merges into spring, spring into summer or the latter into autumn.

This delightful climate, which varies but a few degrees from one end of the year to the other, is equaled by but few places in the world and surpassed by none.

If one desires a change, however, he has but to take passage upon the Mexico Central R'y. to Lena or Marques, on the summit of the mountains, or to Salazar on the Mexico National R'y. to enjoy a temperature similar to that found at the same elevation in the Rocky Mountains; or a few hours ride over the Inter-oceanic R'y. will bring him into the *tierras calientes* and among the orange groves of Quatla where sugar cane and coffee are

cultivated and bananas grow. The Mexican r'y. whirles one to the Gulf in twelve hours passing over the table lands and down the slope through scenery most delightful and varied.

There is a section of country traversed by this road where the warm air of the tropics meets the colder air from the elevated table lands producing showers the year round rendering the landscape most pleasing from its luxuriant vegetation.

You can see from the foregoing that we are prepared to furnish any kind of climate that the most particular may desire and also fruits of so many varieties and of such delicious flavors that were we to enumerate them here we might be suspected of drawing upon our imaginations.

This is a wonderful country and the era of prosperity which, under the wise administration of President Diaz, has been inaugurated will, in a few years, place this Republic in an enviable position among nations.

If the wise men who represent the people of the United States at Washington would, with the representatives of this country, arrange a reciprocal treaty between the United States and Mexico the benefit which would accrue to both could not be computed.

An individual named Kline rushed into print through the medium of an interview in the St. Louis *Globe-Democrat* of the 4th inst. in which he criticizes the officials of the Mexico Central R'y. and charges them with utter incapacity for the positions which they hold.

We are surprised that this man of massive brain and mighty intellect is not at the head and directing the destinies of some one of the great railway systems of the country.

We presume he felicitates himself that his name appeared in print but we would think the honor conferred by utterances remarkable only for their careful avoidance of the truth like unto having ones name appear in a Sunday morning police court record. The officials of the Mexican Central R'y. have all risen from the ranks and are recognized as men of marked ability.

Some delay in handling freight destined to points in Mexico has occurred simply from a lack of motive power. Business increased far beyond the expectations of any one and the company were unable to get the new engines ordered from various manufacturies in the states.

The Guadalajara branch of the M. C. R'y. will be finished about the 18th inst. and will be formally opened for traffic May 5th which is a national holiday.

On this occasion excursion trains will be run from this city and other points to Guadalajara the citizens of which place are making extensive and elaborate preparations for a grand celebration on the above date.

On the completion of this branch work on the Tampico branch will be prosecuted with all possible speed. The Mexican National R'y. is pushing work from both the north and south and are rapidly lessening the gap.

Our delegate, Bro. J. H. Maysers, accompanied by Bro. Charlie Starr, will start for Grand Division on the 17th. We hope the Grand Division will enact a law making it compulsory upon brothers to transfer to the division nearest their place of employment.

We feel the need of such an enactment probably more than any other division in the Order. There are some ten or twelve brothers holding membership in other divisions running out of this city whose assistance would be of great benefit to us.

We regret that the license bill failed to become a law and hope that in the future we will be more successful. We also regret that all our brothers do not avail themselves of the benefits of insurance.

The result of actions of certain railway employes in the United States recently cannot but prove to the doubting brothers (and confirm others) in the faith that our foundation is built upon the solid rock and that nothing should be eliminated from our ritual or constitution.

Yours in P. F.,

ERRANTE.

EDITOR MONTHLY :—The writer of this is an ex "Q" conductor. And I admire the sentiment of the Chronicle. "When a body of men strike for the fun of the thing, having better wages already than any other class of mechanics the public generally hope the rail road may be successful." The engineers have always impressed on my mind that the B. L. E. had the word on the collar. One word from Mr. Arthur stops every wheel in the United States" and I have been foolish enough to think that the rail roads had "to submit to the powers that be" and no back talk. In 1877 the writer was working for the "Q" at Galesburg, Ills. In the "great strike" the men were united to a man, and I have no doubt the men would have gained their point if it had not been for the Locomotive department. After the strike had been in progress about two weeks; H. Hitchcock for twenty-five years superintendent of that road, placed a notice on the bulletin board, stating that his sympathy was with them. That most of them were his neighbor's children. That they had grown up under his eyes, and he added, I am getting old and time admonishes me that I must lead a more quiet life. The dear old man talked to them like a father, and advised them not to place their situations in other men's hands. But Robert Harris then president of the "Q" posted a bulletin order saying: "ample time has been given the men to make up their minds, and those who do not report for duty by 12 o'clock mid-night Aug. 31, 1877, will be discharged. At this critical moment, the men held a meeting, the engineers in their hall and the train men in the "Odd fellows" hall. The engineers and firemen reported for duty at 10 p. m. The train men walked up the next morning to find the pay rolls made out in full for them. The engineers in this part of the country, complain that the companies have the press "bought off" and that they can get nothing in them. I see where one of their editors has given two or three columns of his paper, comparing the schedule of wages with other roads. But he did it with one horse jim crow single track roads. From what I can read the press has already given the "strikers" more credit than they deserve. And in spite of all that can be said in their favor. The public are of the impression that they are the victims of misplaced confidence in designing men seeking notoriety and mercenary motives. "Q."

GREENSBURG, PA., April 22nd, 1888.

EDITOR MONTHLY :—Division opened in Masonic Hall at 11:00 a. m. for purpose of organizing a division of O. R. C. Chas Stroud, Deputy G. C. C. was in the chair, the other offices being filled by members of Division 114 and Derry Division.

The following were duly obligated and instructed in the work of the Order:

Geo. Shoenberger, R. W. Turney, J. C. Peoples, J. Baughman, D. M. Williams, J. Mehaffy, C. Kohns, S. Wiltrout, P. Moonley, C. Keeley, Theo. Butterfield.

Division adjourned at 7.00 p. m. and opened again at 2.30 p. m. and Bro. Geo. Shoenberger as a candidate, the work of initiation and promotion was exemplified. The new division then nominated and elected the following officers for the balance of the present term. R. W. Turney, G. C. ; J. Baughman, A. C. C. ; Geo. Shoenberger, S. & T. ; J. C. Peoples, S. C. ; J. Mehaffy, J. C. ; S. Wiltrout, I. S. ; S. Kohno, O. S. ; The new division was by unanimous ballot named Greensburg Division and will meet the second and fourth Sunday's of every month at 2.00 p. m. A special meeting will be held on Sunday, April 29th, to elect a delegate to Grand Division and appoint committees of by-laws and hall, and elect trustees, no further business division closed at 6.30 in regular form.

Yours in P. F.,

C. STROUD, Deputy G. C. C.

YARDMASTERS' DEPARTMENT.

The Order of Railway Conductors was represented at the funeral of the late President, E. M. Carter, of the Yard Masters' Association, by Bro. A. B. Dance, Chief Conductor of Division No. 224, as Special Deputy Grand Chief Conductor. We regret very much that none of the Grand Officers of the Order could attend, as Mr. Carter was a valued friend as well as co-laborer in the field. We found him at all times honest, thoughtful and earnest in his ideas of protecting the railroad classes. Not only his associates, but all with whom he came in contact felt the earnestness of his work. He has gone—fallen by the wayside as it were. We can all take time to drop the sympathetic tear ere we turn our faces from the cold clay that once held all that was mortal of a true friend to all. Our annual meeting will convene, but we will miss him from our councils. His loss to the Association is a sad one, and should carry to every heart an admonition, and "be ye also ready" should ever ring in our ears. His was an example worthy of emulation by all, and few possessed the full confidence of his associates as did Edwin M. Carter.

EDITOR CONDUCTORS' MONTHLY:—As I have already briefly advised you by telegraph, Edwin M. Carter Esq., President of the Yardmasters' Mutual Benefit Association of America, died at his home in Wilmington, Delaware, on the 22nd ult., after an illness of seven weeks, of typhoid pneumonia. He was buried on the 25th ult., and had one of the largest funerals seen in Wilmington for a long time. Representatives of the Yardmasters' Association from Pitsburg, Derry, Altoona, Harrisburg, Trenton, Jersey City, and a large number of members from his own Division in Philadelphia, were present, and accompanied the remains to their last resting place. By instructions from Grand Chief Conductor Wheaton, the Order of Railway Conductors were also represented at the funeral, about a dozen members of that organization being present. The compliment thus paid the Yardmasters' Association by this thoughtful act on the part of a sister organization, although well deserved by the late President Carter, will, I can assure you, be ever gratefully remembered by the members of our Association. In addition to the representatives of Railway organizations present, nearly all of the prominent officials of the P. W. & B. Railroad at Wilmington, were present at the funeral. Memorial services were held on the following Sunday evening, at the Second Baptist church in Wilmington. (of which church the late Mr. Carter was a member, as well as being Assistant Superintendent of the Sabbath School,) and was well attended. Mr. Carter was in the 31st year of his age and leaves a wife and two children. In connection with his career as a member of the Yardmasters' Association, you will please

permit me to make a few extracts from the August number of the MONTHLY for the year 1886, in which appeared a sketch of him written by a friend.

Mr. Carter was educated in the public schools of Wilmington, after leaving which he learned the business of coach trimming, but after working at the above business some two or three years and finding it uncongenial to his health and inclinations, abandoned it and secured a position as clerk in the yards of the P. W. & B. R. R. Co. at Wilmington, Feb. 10th, 1880. Being naturally smart and intelligent he rapidly advanced to the position of Assistant



Yardmaster at that point, which position he now holds, being First Assistant to Mr C. H. Cantwell, the General Yardmaster at Wilmington." In religion he is a Baptist and has been a member of a church of that denomination in Wilmington, since 1885. He has been an active and consistent Christian since that time and is at present the Assistant Superintendent of the morning

Sunday School of the Second Baptist church of his native city. Among Mr. Carter's virtues is that of Temperance. He does not touch stimulants in any form.

Mr. Carter has been a member of the Yardmasters' Association since the organization of Division 37 at Philadelphia, in November, 1884, when he was elected First Vice President of the above division. At the annual meeting in April, 1885, he was chosen President, being also chosen a delegate to the 11th Annual Convention held in Philadelphia in June of that year. Here his abilities were immediately recognized by the delegates to that convention, and he was elected to the office of Second Vice President of the Association. Mr. Carter was also a delegate to the 12th Annual Convention held at St. Paul in June last. On the convention going into a committee of the whole for the purpose of revising the constitution and rules of the organization, he was by a unanimous vote made chairman of the meeting, and presided over the deliberations of the committee with dignity and ability. Although a stranger to a great many of the delegates, his executive ability and presiding genius was quickly recognized and duly appreciated, and in the election of officers which followed Mr. Carter was elected President of the Yardmasters' Association of America, on the first ballot, over a number of older railroad men and better known members. Although Mr. Carter did not seek the office, and was (as well known to his friends) averse to accepting the nomination on account of his youth, we have no doubt the compliment was duly appreciated, both by himself and his fellow delegates from Philadelphia, and we venture to say his incumbency of the office will reflect credit not only on himself but upon the order at large."

In addition to the above I might add that Mr. Carter was again re-elected President at the 13th Annual Convention held at Detroit last year, and held the office up to the time of his death. I am sure his many friends among the

RAILWAY CONDUCTORS' MONTHLY.

Yardmasters' Association, as well as kindred associations throughout the country, will be pained to hear of his untimely death. "After life's fitful fever he sleeps well."

Respectfully Yours,
WM. BAIRD,
Cor. Sec. Yardmasters' Association.

Carter—At Wilmington, Delaware, on April 22nd, after an illness of seven weeks of typhoid pneumonia, Edwin M. Carter, President of the Yardmasters' Mutual Benefit Association, aged 31 years.

At a special meeting of Division No. 37, Yardmasters' Mutual Benefit Association, held at Philadelphia, April 23rd, 1888, the following preamble and resolutions were unanimously adopted.

WHEREAS, It has pleased Divine Providence to remove from our midst, by the hand of death, on the 22nd Inst., Edwin M. Carter, of Wilmington, Delaware, President of this Association, and an active and useful member of this division, therefore

Resolved, That by his lamented and untimely death in the prime of manhood, this Association has lost one of its best members, whose wise counsels, energetic executive ability and blameless life had won for him the respect and esteem of all members of this Association, and further

Resolved, That we tender to his bereaved family in this hour of affliction, our sincere and heartfelt sympathy at the loss which they, as well as our Association, have sustained by his death, and further

Resolved, That a copy of these resolutions be inscribed on the minutes of this meeting, and another copy be presented to his family as a slight mark of the appreciation and esteem in which he was held by all members of the Railway Yardmasters' Association throughout the country.

Respectfully Submitted,
P. FRANK ANDERSON,
JOHN P. HARLAN,
WILLIAM BAIRD,
Committee on Resolutions.
B. F. DONECKER, President.

WILLIAM BAIRD, Secretary Div. 37.

ATLANTA, GA., May 1, 1888.

To the Officers and Members of the Yardmasters' Mutual Benefit Association of America:

GENTLEMEN:—Owing to the lamented and untimely death of Edwin M. Carter, Esq., the respected and esteemed President of our Association, it devolves upon me as First Vice President of the Association to call you together in Fourteenth Annual Convention.

The representatives of the various divisions, and any others whom the Grand Secretary may designate, will assemble at Richmond, Virginia, on Wednesday, June 13, 1888, at 10 o'clock a. m.

As business of great importance to the welfare of the organization will be transacted at this meeting, each division is earnestly requested to send its full complement of delegates. The headquarters of the Association, while in Richmond, will be at Ford's Hotel, corner Eleventh and Broad streets. Special rates of \$1.50 and \$2.00 per day will be given to all members attending the Convention. I would respectfully suggest that at the forthcoming Convention something be done towards an increase of interest in the Association. Badges will be furnished by the Association at the Convention.

Hoping that there will be a full delegation present, accompanied by their ladies, I remain,

Yours Respectfully,
THOMAS G. GRESHAM,
First Vice President.

RAILWAY CONDUCTORS' MONTHLY.

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We print in full the report of Grand Secretary Sanger.

Indianapolis, Ind., April 30, 1888.

Number of members April 30, 1887.....	1,233
Number of new members since April 30, 1887, to April 30, 1888,	80
Number of members forfeited members'p for non-payment of assessments.	335
Number of members deceased.....	17
Number of members withdrawn.....	11
Number of members re-instated.....	1
Number of members totally disabled.....	1
 Total Membership.....	 950

RECEIPTS.

Cash in Treasury April 30, 1887.....	\$ 329 06
Cash received for Admission Fees.....	160 00
Cash Received from Assessments.....	16,784 00
Cash received for New Certificates.....	5 00
Cash received for Reinstatements.....	12 00--17,290 06

EXPENSES.

By cash paid—

Mrs. Addie M. Howard.....	Claim No. 95	\$1,000 00
Mrs. Sarah C. Gleason.....	" " 94	1,000 00
Mrs. Sarah A. Reed.....	" " 96	1,000 00
Nathan P. Meldrum, Bro. Chas. K. Meldrum	" " 97	1,000 00
Mrs. Elizabeth R. Oden.....	" " 98	1,000 00
Mrs. Rosa Von Essen.....	" " 90	1,000 00
Mrs. Bertie Chambers.....	" " 100	1,000 00
Mrs. Chas. R. Green.....	" " 101	1,000 00
Mrs. Della Callahan.....	" " 102	1,000 00
Ceas. R. Gunna, Ad'r Est. Barney C. Barker	" " 103	1,000 00
Mrs. Emma A. Hays.....	" " 104	1,000 00
Mrs. Homer P. Bishop.....	" " 105	1,000 00
Mrs. Horace M. Smith.....	" " 106	1,000 00
Mrs. Nellie C. McCray.....	" " 107	1,000 00
John F. Hickey (son of John S. Hickey)---	" " 109	1,000 00
For postage.....		81 00
" printing.....		153 25
" stenographer.....		24 00
" exchange, express, etc.....		7 40
" postage and printing for President.....		12 00
Sec. and Treas. salary for year ending April 30, 1888.....	1,500 00--	\$16,777 65
Balance in Treasury.....		512 41
		<hr/> \$17,290 06

JOSEPH SANGER, *Sec. and Treas.*

Audited May 7, 1888, and found correct.

JOHN Q. HICKS, *Chairman Ex. Com.*

EDITORIAL.

THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor*.

E. B. COMAN,

W. P. DANIELS,

H. HURTT,

W. SEARS, *Associate Editors*

APROPO.

A poor blind man may wander,
Because he has no sight;
And many a cowardly dog will bark,
Who has no teeth to bite.

And many a man goes grumbling on,
Finds every stumbling stone,
Who were it not for his growling,
Would forever be unknown.

We are late with the MONTHLY this month, owing to Grand Session and moving of printing office. A portion of this issue is printed with new type, and we shall hope to be prompt in the future.

We have noticed the statement in several papers that Grand Secretary Daniels was elected by *one vote*. The truth of the matter is simply this: His opponents were the strongest brothers in the Grand Division, Bros. Norman Watkins of No. 55, and E. G. Blaisdell of No. 170, the vote being Bro. Watkins 103, Bro. Blaisdell 24, and Bro. Daniels 130. Total, Bro. Daniels 130, opposition 127. We recur to the above that the exact truth may be known, and considering the elements brought to bear in the contest the victory is complete.

HART AND DUFF HAT COMPANY.

We desire to call the attention of all to the line of goods on sale by Hart, Duff & Co. They are the best in market. They offer all special inducements to purchase in the future. They will pay express charges on all hats, caps and badges ordered. They send a number of catalogues to division secretaries. Please see that they are handed around so all will be advised of the line of goods and special inducements. This firm are our oldest advertisers, and we can vouch for their reliability. A trial will convince all of the cheapness and reliability of the goods offered.

STRADACONA DIVISION NO. 130.

As per order of our Grand Chief Conductor, I organized the following Divisions: May 4th, at Quebec, Stadacona Div. No. 130, C. C. E. Reynolds, Secretary and treasurer, E. McKenna, 7 Conillian St., Quebec. May 5th, at Montreal, Mt. Royal Div. No. 75, C. C. Elias Murray, Secretary and Treasurer, Victor Pigeon, 88 Cleambly Road Longveil. I wish to thank Bros. Morran, Conture, Bouchan, Camere and Roy, of Defrees Div. No. 88, for their assistance at Quebec, and Bros. Nash, Church, Gald, Cunningham and Vernal, at Mt. Royal.

Yours in P. F.,

W. C. WRIGHT,

D. G. C. C.

THE B. OF L. F.

We notice in the May issue of the official Journal of the B. of L. F., that our good friend Debbs has sharpened his scythe and proceeded to dismember the Grand Chief Conductor of the Order for the issue of a certain circular, and so-so and so-on; and for the benefit of the gentleman, we will say that the Grand Chief Conductor has not issued any circular or used any such language as is attributed to him by the editor of the magazine. The circular which he refers to was issued by two members of the Order, who are employed by the C. B. & Q. Railroad, and owing to the constitutional provision against the issue of any and all circulars by the Order without the necessary permission, it was presented to us for permission to issue. Being a believer in free speech, we had no desire to curtail the privileges of any member of the Order to say what he felt to his brothers. The facts stated in the circular were, at the time, vouched for by others than those who issued it,

and subsequent developments have proven them to be facts in every particular. And in this connection we challenge the editor of the magazine to show where, on any occasion, the MONTHLY, or the Grand Chief Conductor, has placed any stricture whatever upon the Brotherhood of Locomotive Firemen, and the attack above mentioned was entirely uncalled for, and based upon a mythical supposition of a state of facts.

The Brotherhood of Locomotive Firemen has had our sympathy from the outset of the present struggle, and that in more ways than one. And time will develop the fact that the sympathy has been well merited by the unfortunate members of that organization.

BERKLEY DIVISION NO. 234.

EDITOR MONTHLY:—On April 17, 1888, a special session of the Grand Division was held at Martinsburg, West Va., for the purpose of organizing a division of the O. R. C. I was ably assisted by the following brothers: J. A. King, of No. 5, G. A. C. C.; Z. C. Martin, of No. 190, G. S. & T.; P. W. Burke, of No. 190, D. G. S. C.; H. Morris, of No. 5, D. G. J. C.; Wm. Jennings, of No. 190, D. G. I. S.; F. Mc-Anney, of No. 183, D. G. O. S.

Other brothers present, M. H. Shields, of No. 190; G. H. Bailey, C. Golder, A. J. Ringer and L. Harper, of No. 183; J. W. Hipsley and T. J. Cavanaugh, of No. 5.

The list of petitioners called, the following answered: G. V. Rathman, R. Boyer, G. W. Riding, P. Heelaw, W. T. Darby, B. S. Hedges, W. H. Keller, C. H. Shipley, T. Friskey, A. S. Chambers, W. Wolf, G. D. Poisel, W. W. Darby, T. C. Grove and J. T. Miller, who were initiated by communication. Brothers G. H. Bailey, T. J. Cavanaugh and C. Golden being appointed tellers. We then proceeded to elect officers, The election resulted as follows: Bro. W. T. Darby, C. C.; A. S. Chambers, A. C. C.; G. V. Rathman, S. & T.; T. Friskey, S. C.; W. W. Darby, J. C.; C. H. Shieler, I. S.; B. S. Hedges, O. S.; Delegate to Grand Division, W. T. Darby; Alternate A. S. Chambers; Division Committee, A. S. Chambers, J. T. Miller and W. H. Keller. Dinner being announced we took recess until 1:30 p. m.

The officers were then installed, Bro. T. J. Cavanaugh acting as Marshal. J. A. Gosnell, T. L. Flora and D. McGinnis being in waiting we proceeded to initiate and promote them in regular form, fully exemplifying the work. The division was then named Berkley Division No. 244. This division starts out with the very best of men with plenty of good material to work on. Some of these brothers

were members of Division No. 6, which became defunct at Martinsburg several years ago. They say they have been out in the cold long enough. I wish to return my sincere thanks to the brothers who assisted me in the organization of this division, especially brother Shields, of No. 190.

Yours Truly in P. F.,

S. M. TAYLOR,

D. G. C. C. 9th Dist.

SIoux CITY DIVISION NO. 232.

EDITOR MONTHLY:—A special session of the Grand Division of the Order of Railway Conductors convened at Sioux City on Sunday, the 29th day of April, for the purpose of organizing a Division of the Order, said Division to be known as Sioux City Division No. 232, with the following Grand Officers and visiting members present:

F. L. Moore, D. G. C. C., Perry Division 84; T. A. Burbank, D. G. A. C. C., Perry Division 84; H. McCourt, D. G. S. & T., Fort Dodge Division 93; E. Fraser, D. G. S. C., Perry Division 84; J. A. Shipman, D. G. J. C., Fort Dodge Division 93; G. H. Covey, D. G. I. S., Perry Division 84; C. E. Foot, D. G. O. S., Sanborn Division 22.

Visiting Brothers present—J. S. S. Milispaugh, Division 126, Omaha, Neb.; H. C. Sprague, Division 112, Centralia, Ill.; J. H. Yutzy, J. L. Ellis, J. A. McGouagle, E. H. Shull, Division 93, Fort Dodge, Ia.; D. Pollard, Division 46, Milwaukee, Wis.; F. W. Hughes, Division 67, Dubuque, Ia.; J. C. Twombly, Division 34, Boone, Ia.; Geo. H. McCullon, G. H. Bryan, Division 22, Sanborn, Ia.; J. M. Beeler, W. N. Jacobs, R. L. Marsh, C. H. Bowman, Division 84, Perry, Ia.

After opening in due form we proceeded to institute the Division which is composed of the following charter members:

John Weber, C. M. McCall, F. C. Fuller, S. A. Bennett, D. J. McDonald, Scott Holbrook, A. P. Stedman, E. Messer, F. T. Flanagan.

We then proceeded with the election of officers with the following result:

John Weber, C. C., Sioux City, Ia.; C. M. McCall, A. C. C., Sioux City, Ia.; F. C. Fuller, S. and T., Sioux City, Ia.; D. J. McDonald, S. C. S. A. Bennet, J. C. F. T. Flanagan, I. S.: A. P. Stedman, O. S.; F. C. Fuller, delegate to Grand Division; John Weber, alternate delegate to Grand Division.

Sioux City Division No. 232 will hold their regular meetings on the second and fourth Sundays in each month, at 10 a. m. The hall not decided on.

I desire to extend my thanks to one and all the Brothers for their assistance in organizing the new Division.

C. B. Smith, a charter member, was not admitted on account of his present occupation.

On account of Manilla Line not being open we had some difficulty in reaching Sioux City, but finally arrived at 10:30 p. m., after a trip via Council Bluffs and the Sioux City & Pacific R'y. Our party on this trip consisted of Bro. Burbank and wife, Bro. J. M. Beeler and wife, Bro. G. H. Covey, and myself and wife.

Yours Truly in P. F.,

F. L. MOORE,

Special D. G. C. C.

TWENTIETH SESSION.

The above named annual session convened in Shaftsbury Hall at 1 p. m. on Tuesday, May 8th, and was the largest session the Order ever held. Through the kindness of the Chicago & Grand Trunk, and Grand Trunk Railways, the delegates, visitors and their wives were tendered a special train from Chicago, via Niagara Falls, to Toronto. The train consisted of fifteen Pullman cars, and was run in two sections in charge of Brother A. S. Parker, of Battle Creek, Mich., as chairman of the committee of arrangements.

The party spent Sunday, May 6th, at Niagara Falls, and arrived in Toronto in the evening.

During the stay of the party, the hotels in Toronto outdid themselves in their hospitality and treatment of their guests.

The Grand Division, on its convening, showed the register of 262 members present. The first day's session was taken up in receiving the reports of the various Grand Officers, and their reference to the proper committees, and calling the roll of divisions for amendments to the constitution, statutes and mutual benefit laws, with a notable decrease in the introduction of amendments effecting the laws.

The session of Wednesday was taken up in the discussion of the report of the Grand Chief Conductor, which at its close was concurred in by a vote of 184 to 69. Thursday's session was taken up in the discussion of the report of the Grand Secretary and Treasurer, and at the close of the discussion it was concurred in by a vote of 131 to 117. Throughout the entire discussion of the report we were pleased to note the pleasant feeling manifested by all. There was no opportunity for disagreeing as to the truth of the statements made, the difference of

opinion being as to the advisability and the different means to be used to reach the same result.

The new charter issued by the Board of Directors under the direction of the laws of Iowa, was approved by the Grand Division and the action of the Board sustained. The ritual of the Order was placed in the hands of a committee of three for revision, to report at the twenty-first annual session. The Legislative Committee of the Order was continued until the twenty-first annual session, and the matter of licenses left in their hands under instructions. Action on the proposed building for the Order was deferred until the twenty-first annual session.

The new mode of procedure adopted, governing the matter of the adjustment of grievances and the State Executive Committee plan discontinued. There were a number of minor amendments made to the laws; one being an increase of the powers of the Grand Chief Conductor in granting dispensations, and one more clearly defining the powers of the Grand Secretary and Treasurer, and increasing his jurisdiction.

The election of Grand Officers resulted in the choice of Bro. A. B. Garretson, as Assistant Grand Chief Conductor; Bro. W. P. Daniels, Grand Secretary and Treasurer, for a term of three years; Bro. R. A. Purdon, Grand Senior Conductor; Bro. E. D. Nash, Grand Junior Conductor; Bro. A. S. Parker, Grand Inside Sentinel; Bro. J. H. Sayres, Grand Outside Sentinel; Bro. Howard Evans, member of the Executive Committee for three years; Bro. C. E. Weisz, member of the Insurance Committee for three years. The city of Denver was selected as the place of holding the next annual meeting of the Order.

We do not hesitate to pronounce the work performed by the twentieth annual session as being the best ever accomplished by the Order at its annual sessions. Each question at issue was intelligently treated, and the best of feeling prevailed from first to last, and while the delegates may at times have differed as to the ways and means to be used, there was no difference as to the end to be accomplished, and at all times during the session, the best of brotherly feeling prevailed.

The stay of the delegates and visitors in Toronto was made pleasant in many ways by the members of No. 17, and by the citizens of Toronto. The public reception of Tuesday, May 8th, was a grand success, the Grand Division being received by the Mayor and Common Council, representatives of the Dominion government and representative citizens of Toronto. On Wednesday evening the Grand Officers were invited to attend the farewell reception given Lord and Lady Landsdown, Governor General of Canada, and were presented to his Royal Highness in a body. On Thursday afternoon, the ladies and visitors of the party were

invited to attend his public reception, held at the government mansion, and many accepted. On Friday evening a public reception was given the Grand Division, the visiting members and ladies, at the Pavilion, by Division No. 17. The Grand Division was presented by the Waltham Watch Company with a magnificent floral banner, by the hand of Bro. Mitchell, Chief Conductor of No. 17. The Grand Chief Conductor was called upon and presented an elegant silver service, scarf pin and breast pin to Mr. and Mrs. A. S. Parker, of Battle Creek, Mich., from the members and ladies who accompanied them on the excursion train from Chicago. Also an elegant gold watch and chain to Bro. E. Williams, secretary of Division No. 17, for his splendid services in planning and carrying out the details of the entertainment for the Grand Division and visiting members and ladies during their stay in Toronto.

The other evenings in the week were taken up in entertainments given by the proprietors of the various hotels where the brothers were quartered during their stay, among the most notable of which was that at the Rossin House, where, during the progress of the ceremonies, the Grand Chief Conductor and wife were called to the center of the room, and addressed by Bros. Ransom, of Division 71, and Watkins, of No. 55, respectively, who presented a gold-headed cane, and an elegant silver jewel case to each on behalf of the Grand Division of the Order. The Grand Division was brought to a close on Wednesday evening, at 6:45 p. m. Thursday morning at 7 o'clock, through the kindness of the Canada Pacific Railway, a party of one hundred took seats in an elegant train furnished by that company, and commenced their pleasant ride to visit Montreal and Quebec. The first incident, in fact one of the most noteworthy of the trip, was the dinner served at Smith's Falls, which will never be forgotten by any of those present. It was complimentary on the part of the Canada Pacific Railway, and greatly enjoyed. After dinner the entire party were photographed by a local photographer. The party arrived at Montreal at 7 p. m., and were soon quartered at the Windsor and Balmoral hotels, the proprietors of each did their best to make the stay all the more pleasant. Friday morning was spent in seeing the sights at Montreal, and at 4 p. m. all again embarked on a special for Quebec. The distance is one hundred and seventy miles, and the run was made in three hours and twenty-five minutes actual running time, the total time consumed being four hours and six minutes, arriving in Quebec at 8:06 p. m., and were soon quartered at the St. Louis hotel. Saturday dawned dark and rainy, and the rain continued to fall during the day, but did not deter the brothers and ladies from seeing many of the prominent places of interest. At 10

o'clock they were taken by boat through the kindness of Mr. McGrevey and were given an opportunity to view the city of Quebec, the citadel and towers from the river; also the historic falls of Mount Morency, returning about 1 p. m. The evening was spent in tripping the light fantastic through the kindness of the brothers of 130. 10 o'clock p. m. found us again on our special train en route for home. At Montreal the party separated, each going their respective ways to their homes, to resume their accustomed avocations, closing one of the most profitable and pleasant meetings that the Order has ever held. And we fully feel that the good work performed, and the harmonious feeling engendered will add greatly to the success of the Order during the coming year.

*OFFICE OF THE EXECUTIVE COMMITTEE ORDER OF
RAILWAY CONDUCTORS.*

Hornellsville, May 4, 1888.

OFFICERS AND BROTHERS:—

During the past year questions numerous and varied have arisen requiring consultations of all, or a majority, of your Executive Committee at headquarters at Cedar Rapids, and it has been with feelings of reluctance that we have taken up matters of vital importance to the whole Order, knowing full well we would be unable to satisfy all; how well we have performed our duty, you alone can tell. All matters brought to our notice have received prompt attention, and in all of our official acts we have been guided by the constitution and the law as it appeared to us, as well as a desire to render justice to all men.

In accordance with the law, your Executive Committee met at the headquarters of the Order in Cedar Rapids, Iowa, on Tuesday, July 12, to examine the books and accounts of the Grand Secretary and Treasurer, and report to you the financial standing of the Order. After a careful and exhaustive examination of the books, checking the vouchers, requisitions, bills, etc., we find them approximately correct. A few clerical errors were found which have been corrected. Herewith find a statement of the cash account, January 1 to June 30, inclusive:

Cash on hand January 1.....		\$	275	97
Cash received January 1 to June 30, inclusive, Order.....	\$18,490	41		
Cash received January 1 to June 30, inclusive, Insurance.....	50,871	50	69,361	91
Total.....			\$69,637	88
Disbursed as per vouchers, Order.....	\$15,957	69		
Disbursed as per vouchers, Insurance.....	45,000	00	60,957	69
Balance on hand, Order.....	2,818	69		
Balance on hand, Insurance.....	5,871	60	8,680	19
Total.....			\$69,637	88

Your committee find the general offices of the Order pleasant, convenient and roomy, far more comfortable than ever before, and seemingly at a moderate rental. We can see no reason why the Order should not prosper even beyond our highest expectations. Within a few days the incorporation will have been carried into effect, placing us on a legal basis with other corporations.

With the hope that every brother will feel it more than ever before, both a pleasure and a duty to act a brother's part in every respect, we are,

Yours very truly in P. F.,

H. HURTY,

E. H. BELKNAP,

W. C. CROSS,

Executive Committee.

On June 5th we attended a meeting of Chicago Division No. 1, to be present at the trial of seven members, against whom charges had been preferred, for incorporating the Order of Railway Conductors in the state of Illinois without authority. After a fair and impartial trial, and in the face of strong evidence against said members, Brothers Kilpatrick and Connors were voted not guilty, and charges against the other five were withdrawn. Agreeable to instructions received at the Annual Session at New Orleans, we approved of two circulars for aid, one from Division 86, Escanaba, Mich., in behalf of Mrs. P. Dixon and her five small, fatherless children, and one from Division 38, Des Moines, Iowa, in behalf of the two orphan children of Brother Fitzgerald. We are unable to give the amounts realized, but the delegates from those divisions can doubtless furnish this information.

July 25th bonds to the amount of \$10,000.00 each were furnished by Grand Chief Conductor Wheaton and Grand Secretary and Treasurer Daniels, in the American Surety Company, which were approved, and deposited with the Auditor of the state of Iowa for safe keeping.

We have had several requests from divisions during the year, asking us to send our Grand Chief Conductor to attend Union and Special meetings, and have requested him to go, when it was possible for him to make the appointments satisfactory to all concerned, and when it would not conflict with his other arrangements.

In the matter of the License bill, adopted by the Grand Division at New Orleans, we were unable to carry out the instructions given to your legislative committee, owing to circumstances over which we had no control, but think our Grand Chief Conductor did all in his power to carry out your wishes with the limited amount of assistance rendered him, and we should feel that we were derelict in our duty did we not at this time condemn the action of some divisions of our Order, as well as many

members, in not only issuing circulars, but doing all in their power against it.

February 10th a very extraordinary case of destitution and distress was presented to us from Division No. 13, St. Thomas, Ontario, that appealed so strongly to our sympathy that we approved a drawing whereby tickets could be disposed of to members of our Order at a nominal figure, which would aggregate quite a sum for the assistance of the family of a worthy brother. We have caused some hard feelings during the past year through our refusal to approve circulars for aid, but knowing the feeling of our members, as expressed at the last Grand Session, we could not do otherwise, and trust you will approve our actions in these cases.

April 9th we received a call from Division 109 for our Grand Chief Conductor to go to Richmond, Va., and settle a grievance said to exist between Brother Dickinson and his superintendent. From the facts, as presented to us, we readily saw that Brother Dickinson could settle it himself if he would only act the part of a man, and we therefore refused to interfere in the matter. Shortly after this we received quite a voluminous lot of correspondence from Brother Wheaton, sent him by the Chairman of State Committee District No. 13, ordering him to repair immediately to Cleveland to interview the officers of the L. S. & M. S. R. R. to see if he could not influence them to re-instate Brother Woolsey, who had been discharged from that road. The Local Committee had taken the matter up, also the State Committee, and as the charges made by the company were so bold and outspoken, we deemed it inexpedient (from past experiences) to undertake an impossibility, and therefore referred the papers back with above suggestions.

Before closing our report, we feel it our duty to say a few words in regard to the position which your committee have taken during the past year. Requests have frequently been made in behalf of grievances for several brothers, and asking permission to take a certain course for the benefit of some one less fortunate than many others; and, while we are perfectly aware that we have been unable to please every one, we assure you, that from all the information which it has been possible for us to obtain, each and every case has been awarded a careful and unbiased examination, and the result announced as we deemed to be just and right. Remember, brothers, there are 12,000 members, all or each viewing any question from his own individual standpoint; and, as in all other matters, how few are able to view any question for consideration in the same light. Then you can readily see how hard it is for three members to award what you might consider exact justice to any one. Much controversy has arisen, and a great diversity of opinion been expressed in regard to the sanction given the Grand Officers by sustaining their course pertaining to the strike on one of our Western Railways. It seems fitting at least, if not our imperative duty, to explain both to them, and also to every member of the Order, why we have taken the course which we have done. Fully understanding, as we honestly believe, the inside facts

in regard to the causes which led to this unpleasantness, we deemed it both expedient and necessary, for the welfare of the whole Order, that the conductors of America, also the honest, thoughtful public, should be conversant with the vital principles of our organization before we were placed in false position by those who are not our friends and have no identified interests in common with us as a society. To the action which the Grand Officers have taken after a careful examination of all the facts which we believe are true, we cannot change our opinions in the least, and to all those who seem to differ with us in this matter, we can only say we honestly believe that if you will ascertain the facts in the case that you will have far less cause to complain, and at least give your committee credit for acting from pure and disinterested motives. Two members of your committee have openly been charged with working for preferment in railway service for their own selfish ends, to the detriment of the many who have failed to see the matter in the light which your committee have viewed it, and also your Grand Chief Conductor in affirming the circular of March 10th, 1888. Said circular does not pretend to, neither does it express in any sense the views or statements of any one except those of the brothers whose signatures are affixed, that of our Grand Chief Conductor only giving permission for the issuance of the same in order to comply with the law which your honorable body passed at one of its regular sessions. It has been stated that it contained misstatements and even lies, and only written to enhance their own personal ambitions. In answer to this we have only to say that we are prepared to substantiate the facts therein stated by other members than ourselves, who are known to them all, and are now sitting as worthy brothers in this 20th Session of the Grand Division. And a few words more to every member of the Order. We, as your chosen Executive Committee, have duties to perform for the welfare of this Order, or else we are a nonentity in our position at all times and in all places. We have at all times tried to speak in advance, not the principles of the O. of R. C. as understood by you only as individuals, but rather from the definition as explained by our Constitution, Statutes and obligations. We earnestly believe that we have done so in all cases in the past, and while we remain in office shall endeavor to not only do our whole duty in these matters, but also attend to them at any time when we honestly believe it to be for the best interests of the Order of Railway Conductors of America.

Our position on the strike question either as members or in the capacity of your Executive Committee, although not concurred in by many, yet it certainly has one merit, however small you may deem that. We have ever acted as we have written or spoken, and if you had passed through the ordeal as we and so many others have who are here to-day, we firmly believe your charity would even excuse much that you have seen amiss in the conduct of your servants and brothers.

H. HURTY,
E. H. BELKNAP,
W. C. CROSS.

MENTIONS.

—"Dan you have fallen down again."

—Mrs. O. Sackett is east, visiting friends near Avon, N. Y.

—Bro. Chas. Judd of 96, is General Yard Master for the Q. at Aurora.

—Mr. S. E. Young, of Sioux Falls, Dakota, desires the address of S. E. Backus. Can anyone inform him?

—Brothers Morse and Litchfield, members of Chicago Division No. 1, favored us with a pleasant call on the first.

—The brothers of Division 189 hereby tender Brother Jewel their heartfelt sympathy in his bereavment, in the loss of his youngest son.

—Bro. Timothy Chase of 96, has just returned from a trip to Dakota, and resumed his run between Aurora and Chicago, on C. B. & Q.

—Brother W. H. Hide, of Trenton Division No. 42, was in the city June 2nd, in attendance upon the Grand Lodge of the F. and A. M.

—Mr. E. P. Ripley, formerly General Freight Agent of the C. B. & Q. railway, has been made General Traffic Manager of that company.

—Bro. W. S. Kuby has been temporarily filling the position of Night Trainmaster for the Burlington and Aurora, during the absence of Wm. Besler.

—Conductor J. J. Lewis is enjoying a vacation. He is attending the National Convention O. of R. C., at Toronto, Canada, as a delegate from Tamaqua division.

—The *Life*, printed at Toronto, Ontario, presented very nice cuts of the Grand Officers, and a very readable paper during the session of the Grand Division in Toronto.

—Mr. Eustis, formerly Passenger Agent of the B. & M., has been made General Passenger Agent of the C. B. & Q. These appointments all took effect during the month of May.

—We are pleased to note that the Order of Railway Telegraphers are moving in the matter of the erection of a building for their headquarters. Its location is not yet definitely settled.

—We are pleased to chronicle the promotion of Mr. Paul Morton, for a number of years General Passenger Agent of the C. B. & Q. railway. He has been made General Freight Agent of the C. B. & Q. system.

—We are in receipt of a very neat invitation and complimentary to attend the ball of Division Number 173, at Chadron, Nebraska, which occurred May first. We trust that a very pleasant and enjoyable time was had.

—We are also pleased to chronicle the promotion of Brother William Bacon, Chief Conductor of 141, to the Trainmastership of the Kansas City, St. Joe and Council Bluffs railway, vice Mr. Jeffreys, resigned.

—Bro. G. M. Lull, of Southern Tier Division No. 10, rejoices in the advent of a thirteen pound conductor, who arrived on Sunday. We are glad to know that Brother Lull is doing well. The MONTHLY congratulates.

—Brother E. R. McLoughlin, secretary of Division Number 165, desires to know the whereabouts of J. E. Kirkpatrick of that division. Anyone knowing anything of the brother will please advise brother McLoughlin.

—Married at Union Bridge, Md., on Tuesday, May 8th, Mr. Thomas M. Hoover to Miss Ella Hiltabidle. Mr. Hoover is well known and popular conductor on the Wes. Maryland railway.

—Bro. W. F. Vanner of 96, says he does not mind elevators or toboggan slides, but he draws the line there, and is taking no chances on the descent or ascent to the whirlpool rapids at Niagara Falls, in the car provided for that purpose.

—We are in receipt of a very pleasant letter from Brother John W. Mallory, president of the Conductors' Mutual Aid and Benefit Insurance Association. He is well and hopes to meet many of the brothers who may travel that way.

—We have just received a copy of the *Niles Mirror*, containing a notice of the dismissal of several conductors on the Michigan Central Railway; also a letter from R. D. Harris, which we would be glad to give in full if space permitted.

—We are requested to mention the fact that Brother Harry King has resigned the presidency of the Mutual Accident and Insurance Association, of Indianapolis, and has severed all connection with the association. We are not advised of the cause.

—Bro. E. E. Belknap, chairman of the Executive Committee of the Order, spent Friday, June 5th, at the office. He was en route for Colfax Springs, for a few days' rest. We shall hope to soon chronicle his complete restoration to health.

—Instructions have been issued to all the Division Superintendents of the Pennsylvania Railroad on the lines east of Pittsburgh and Erie, to discharge all employees whose services can be dispensed with. About 5,000 men will be discharged.—*Chicago Tribune*.

—Brother W. S. Baker, Secretary and Treasurer of No. 191, desires the addresses of Brothers A. W. Baker, James Conroy, E. L. Minkler, F. B. Smith, T. F. Fleming and James Dearborn. The above named brothers will correspond with their secretary at once.

—We regret very much that Brother E. W. Cassidy, Chief Conductor of Division 219 was debarred from attending the 20th annual session at Toronto on account of sickness. At present writing he is very much better and we hope soon to record his complete recovery.

—We are informed by a correspondent that Brother E. L. Cushman, formerly of the Lake Shore & Michigan Southern Railway, has severed his connections with that company, and signed with the Des Moines base ball club, for the season of '88. He will be glad to meet any of the brothers in that neighborhood.

—We are pleased to note the appointment of Bro. E. A. Stone, of Trenton Division No. 42, to the position of trainmaster on the S. W. Division of the Rock Island & Pacific Railway. The appointment took effect May 1st. Brother Stone is also a permanent member of the Grand Division of the Order. The MONTHLY congratulates.

—Mr. A. F. Hilton, Superintendent of the Galesburg division of the C. B. & Q., announces the appointment of P. F. Kimber, as Trainmaster of the Galesburg division, Vice H. F. Dodd, resigned; appointment took effect May 20th. Mr. Kimber is a member of Galesburg Division 83, as is also his predecessor, Brother Dodd.

—While in attendance upon the meeting of the Grand Division, we were presented with a letter of introduction by our old friend, E. O. Tyler, formerly of Catawissa, now pulling a passenger train on the Canada Southern Division of the M. C. R. We were glad to receive it as it is a long time since we have heard from our old associate.

—Mrs. Fannie E. West desires to return her sincere thanks to all the brothers of Division 185, through Brother A. M. Sledge, secretary of the division, for the prompt remittance of the benefit of \$2,500, on account of the death of her late husband, N. M. West. Also to Division 185 for their many acts of kindness and sympathy during her bereavement.

—The monument which has been projected by Division No. 177, for some time, to be placed at the grave of our late Past Grand Chief Conductor, A. G. Black, will be unveiled some time in June. We hope to be able to give a definite notice in the next edition of the MONTHLY. We regret that the divisions were so backward in the matter of subscriptions for this fund.

—We are in receipt from the hand of Mr. J. Moore, photographer, Smiths Falls, Ont., of a very nice photograph of the excursion to Quebec, taken just after the magnificent dinner served by the proprietor of the dining station there, which, no doubt, accounts for the pleasant expression on many of the faces. The picture is an elegant one, and copies may be ordered from Mr. Moore direct.

—We have been furnished with a neat card from the Walker House located on Silver Lake. We see that it bears the name of Brother A. J. Wood, of Rochester Division number 8. Silver Lake is one of the prettiest sheets of water in Western New York, and should receive a liberal patronage, and if the Walker House is anything like Brother Wood, it is good all the way through.

—Mr. H. A. Parke, Vice President of the Kansas-Nebraska R. R., issues the following: Mr. W. I. Allen has been appointed General Superintendent with headquarters at Topeka, Kans. Appointment took effect May 1st. Brother Allen has been a member of the Order since its first organization, and is at present a member of Division 117, at Minneapolis, Minn. The MONTHLY congratulates.

—We are in receipt of a very nice card of invitation, which recites that Mrs. Howells requests the pleasure of our presence at the marriage of her daughter Beulah, to Bro. George Clark, of Division No. 47, on Monday afternoon, May 8th, at 3 o'clock, in Hamilton, Ontario. We regret that it is impossible to be present, but extend our congratulations. Brother Clark is at present connected with the Panama Railroad.

—On our return from the annual meeting we had the pleasure of shaking hands with Brother A. D. Thompson, who is to-day, we believe the oldest conductor in the United States, having commenced his service in 1842, on the old strap rail between Owego and Ithaca, giving him 46 years continuous service, and he is still in active service, running a train for the New York, Lake Erie & Western railroad, working every day.

—We are pleased to note the appointment of Brother Harry Gilmore, secretary of Division No. 126, to the Assistant Division Superintendency of the Missouri Pacific railway at Omaha, Nebraska. This is an appointment eminently fit to be made. Brother Gilmore is one of the oldest conductors of the railway service, and has served his employers faithfully for over thirty years. The MONTHLY extends its congratulations.

—When the striking engineers get to derailing trains and throwing switches and pounding and maltreating men who want to work and serve the public, it is good evidence that the strike is on its last legs, and it is no credit to the engineers side of the question, but has the effect of turning public sentiment against them. One man should have the same unmolested right to work as another has to quit or refuse to work.—*New Era K. of L. Organ.*

—We are favored with a copy of Carl Pretzel's paper, published in Chicago, which contains a very nice portrait of Brother William Kilpatrick, of Division Number 91. Brother Kilpatrick is past High Chief Ranger, of the Independent Order of Foresters, and at present their high secretary. He has served Chicago division twice as its Chief Conductor, and during the years 1878 and 1879, served as Assistant Grand Chief Conductor of the Order.

—Mr. W. F. Shellman, General Traffic Manager of the Central Railroad of Georgia, issues the following: Mr. J. C. McMaster is hereby appointed Travelling Passenger Agent with his headquarters at Atlanta. Brother McMaster will be remembered as delegate from Division Number 202 at the 19th annual session. He was also elected to represent his division at the 20th annual session, but was unable to attend, owing to his appointment.

—We desire to call the attention of all the members who are favoring us with fraternal and communications to the effect that anonymous communications will not be printed, and communications should be written on one side of the sheet only, and addressed to the editor of the MONTHLY, not to the Grand Secretary and Treasurer, as when so addressed they go to another department and are sometimes mislaid; and in order to secure their appearance in the MONTHLY we feel compelled to insist upon this line being carried out in the future, as we have been censured by some for not printing communications that we have never seen.

—The following is an extract from a letter written by J. S. Diven, of Elmira, in regard to Sunday labor: "There is no valid excuse for railroad traffic on Sunday, either for mails, passengers or freights. Our great marts of trade are closed. Our banks are closed. The stock exchanges are closed. The factories, great and small are closed. Legislative halls are closed. Courts are closed. And in the name of all that is good, why should not traffic on our railroads rest with all the other business activities? None of the great interests referred to are paralyzed by resting one day in seven, nor would any follow the suspension of railroad traffic. Is the transmission of mails on Sunday a necessity? The best and most successful business men I have ever known never open their mails on Sun-

day. If there ever was a necessity for Sunday mail service, it ceased with the telegram. If there ever was a necessity for moving perishable articles on Sunday, it has been removed by the refrigerator car."

—The following has been issued by Mr. E. C. Rice, Superintendent of the Burlington, Chicago & Quincy Rd. Mr. A. F. Hilton has been appointed Superintendent of the Galesburg Division of the C. B. & Q., this appointment took effect May 10th. Mr. Hilton is a member of Division No. 83 of the Order. We are pleased to know of the promotion of Mr. Rice to the General Superintendency of all Illinois lines; it is a well deserved promotion.

—A very serious accident occurred to a passenger train on the B. C. R. & N. railway, near Rock Rapids, Iowa, about noon on June 1st. One passenger was killed and others quite badly wounded. Brother Parker of Valley City Division No. 58, in charge of the train, was quite badly injured, having his back quite badly sprained. The accident was caused by the truck on the third car from the rear of the train breaking down while the train was in motion.

—It is with sincere and profound sorrow that the railroad men of the city and vicinity will learn of the death of Mr. Harry Street, one of the best known conductors on the C. P. R. died suddenly last night after a few days illness. He was stricken down with inflammation of the lungs and died last night at his home. He formerly resided in Brockville and is widely known in railroad circles. The deceased was a member of the Brotherhood and will be interred with honors of his order.

—L. D. Hibbard, of the Vandalia, has been elected President of the Railway Officials and Conductors' Accident Association of this city, having served as Vice-President and Director of the same since its organization. Mr. Hibbard is a popular conductor of many years experience, and his election to first place in the association will no doubt meet with general favor. Mr. D. B. Earhart, the well known Big Four conductor's, has been elected a director of the association.

—J. W. Dent and family arrived here on a sad mission from Jersey City last Monday, for the burial of the youngest child, a bright interesting little boy of a little over three years. His death occurred on Saturday and was very sudden, being sick but a few days. The complaint was inflammation of the bowels with peritonitis. The funeral place on Tuesday afternoon at 2 o'clock from the residence of S. J. Frederick, Rev. Myers officiating, interment in Greenwood cemetery. The parents have the sympathy of all in their bereavement.

—Running a sewing machine is about the hardest work that a woman does and it is also injurious to health. No man should permit his wife to run her machine by "foot power" now but should procure some one of the different motors made for the purpose. Of these, none are better than that electric engine made by the Wooley Magnetic Engine Company, of Grand Rapids, Michigan. The first cost of the engine and battery is but little and it is economical to use; this we know from actual use. See their ad in this number and send for circular.

—We have been favored by the publisher with the advance sheets and prospectus of "Nellie Harland, a Romance of the Rail and Wire," by Elmer E. Vance, of Columbus, Ohio. Mr. Vance is telegraph operator at the Union station, in Columbus. Judging from what we have seen of the book it will make a very desirable addition to the library of railroad men. It is dedicated to Mr. A. D. Thurston, Grand Chief Telegrapher of the Order of Railway Telegraphers, Mr. Vance being a member of that organization. The book will soon be issued and we commend it to all railroad men.

—St. Nicholas for May is on our table and its appearance is enough to make adults envy the little folks who are fortunate enough to be numbered among its family. It opens with the first chapters of "Two Little Confederates" and whoever reads the first chapter, be he or she, young or old, will read the last if possible, "The Duke's Jest," "Little Rosalie," "A Moving Story," "Prince Oleog's Destiny," and "Girard College," are among those which while within the range of reading interesting to the "kids" will not be passed over by the older reader. Subscription price \$3.00 per year: a reduction is made to all subscribers to the MONTHLY who send to us for St. Nicholas.

—Conductor Alf Ellerby is again called upon in behalf of Union Division No. 13, Order Railway Conductors, to acknowledge the receipt of a beautiful set of flags for use in the division room, composed of red, green and white satin with the name and number of division embroidered on each in gold letters and mounted on gilt stands and ivory staffs. To say that the brothers are proud of those beautiful emblems is putting it mild, and in future when the red signal is displayed they will stop and ascertain the cause, or if

the green signal is displayed they will be extra cautious in their words and actions, and when the white signal is waved they will know everything is all right and go ahead rejoicing. The members of the division begin to think they are all right because the ladies are coming on their side. The division shall continue to look out for red, green and blue signals as emblem; of the Order. A unanimous vote of thanks was tendered to Miss L. Woods, Mrs. T. C. Jones and Mrs. J. F. McCarthy, coupled with the name of Mr. J. Stacey, for the beautiful and appropriate present, and also for the kind feelings thereby manifested.

—At the last meeting of Union Div., No. 13, Order of Railway Conductors, various matters of note, which are floating around the country, were discussed pro. and con. When nearing the close of the meeting, Bro. Stinson surprised the members by excusing himself from the division, and immediately after by appearing in the room with a mysterious-looking parcel, which without further preamble or excuse, he proceeded to unfold and very scientifically draped the altar with a beautiful altar-cloth. It is of old gold-colored velvet, with O. R. C. No. 13 and "Perpetual friendship" worked in gold letters, also very artistically embossed with flowers in colored silks, and a broad gold fringe around the ends. For once Chief Conductor Martin was dumbfounded, and the brothers could only gaze in admiration. At last some one asked where that came from. Bro. Stinson, in his inimitable good-natured manner, said it came from his place, and that Mrs. Stinson had made it, he guessed she thought something of that kind was needed, and had made it accordingly. What's the matter with you fellows, anyway? A vote of thanks was unanimously tendered Mrs. Stinson for the beautiful present and the kind feelings of appreciation which prompted her to make such a beautiful gift. On behalf of the division.

—Rev. Dr. J. M. Lewis, of Louisville, Ky., has returned from a visit to Richmond, Va. In viewing the beautiful Hollywood cemetery of that city, he came across the following odd inscription on a monument erected to the memory of James E. Valentine, a railroad conductor, who was killed in a collision in 1874:

"Until the brakes are turned on time,
Life's throttle valve shut down,
He waits to pilot in the crew
That wear a martyr's crown.
"On schedule time, on upper grade,
Along the homeward section,
He lands his train in God's round-house,
The morn of resurrection.
"His time all full, no wages docked,
His name on God's pay-roll;
And transportation through to Heaven—
A free pass for his soul.

—*Louisville Courier-Journal.*

OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

56 Third Avenue,

CERT. NO.

Cedar Rapids, Iowa, June 1, 1888.

NOTICE OF ASSESSMENTS NOS. 119, 120 and 121.

Due immediately and Membership forfeited if not paid before July 31 1888.

N. B.—Four benefits paid from surplus.

BENEFITS PAID							
Ass't No.	Ben. No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No. Div. No.
Surp	158	IS & E R Davis	Death	D H Davis	Accident	May 1	4645 142
Surp	159	Geo E Gilman	Death	H H Gilman	Heart Dis	May 1	3253 24
113	160	Ella Panches	Death	B C Panches	Ph. Fulmon.	May 1	4884 39
114	161	Walter Holley	Death	Henry Holley	Consumption	May 1	3617 190
115	162	Willard Stevens	Death	Wlrd Stevens	Loss of Arm	May 30	1479 71
Surp	163	Mellissa Lewis	Death	F W Lewis	Accident	May 30	1964 68
Surp	164	Ornza Moore	Death	Jas H Moore	Consumption	May 30	1616 26

ASSESSMENTS.

Ass't No.	To BE PAID TO	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
119	Mrs P J Hogan	Death	P J Hogan	Meningitis	Feb 2	1907	52
120	J J Elwell	Death	Wm Elwell	Consumption	March 17	4540	170
121	Sadie Henicke	Death	H G Henicke	Accident	April 15	250	53

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. P. DANIELS, Treasurer

In Memoriam.

Garvin—At a special meeting of Mount Hood Division No. 91, Order of Railway Conductors, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased the Great Ruler of the universe to remove by death the wife of our esteemed Brother T. F. Garvin, of this Division.

Resolved, That we, as Brothers, most sincerely sympathize with our Brother who has been bereft of a loving wife; and we, as Brothers of this Division, extend to him our heartfelt sympathies in his hour of trial.

Resolved, That these resolutions be entered upon the records of the Division, and published in the "Railway Conductor's Monthly," and a copy of them be furnished to our esteemed Brother, T. F. Garvin.

W. H. JONES,
F. M. SEELY,
JOHN TWAY,
Committee.

Westfall—Bertie, the 11 year old son of Brother Westfall, was accidentally killed May 12th, by being run over with a hose cart. And at a regular meeting of Wolverine Division No. 182, the following resolutions were adopted:

WHEREAS, God in His infinite wisdom has seen fit to take from the happy home of Bro. Westfall and wife their dear boy Bertie, and

WHEREAS, As we bow submissively to the will of a divine power, we feel that our brother with his wife has sustained a great loss, therefore

Resolved, That the heartfelt sympathy of this Division be extended to them in their sorrow, and be it further

Resolved, That as a token of respect and esteem for our brother and wife, that these resolutions be spread upon the records of this Division, and a copy of the same be presented to the bereaved family, and published in the CONDUCTORS' MONTHLY.

A. SWIDENSKY,
R. RUSSELL,
H. DAILEY,
Committee.

Jackson, Mich., May 14, 1888.

Wright—Died, at Brazil, Ind., April 25, 1888, Eddie King Wright, infant son of Brother W. B. Wright and wife, of bronchitis and measles, aged ten months and nine days.

At a regular meeting held at Mattoon, Sunday, May 6, 1888, by Matton Division No. 101, O. R. C., the following resolutions were adopted:

WHEREAS, It has pleased the All-wise Ruler of the universe to remove from the midst of Bro. W. B. Wright and wife their only child, be it therefore

Resolved, That Mattoon Div. No. 101 extend to Bro. Wright and wife in this their hour of sorrow, our sincere sympathy and heartfelt condolence over the loss of their little King. Be it further

Resolved, That a copy of these resolutions be sent to Bro. Wright, and a copy be spread on the minutes, and a copy be sent to the MONTHLY for publication.

JAS. H. MCCLINTOCK,
JAS. BRAY,
EUGENE MERTZ,
Committee.

Mattoon, Ills., May 9, 1888.

Dewey—At a regular Meeting of Chillicothe Division No. 181 O. R. C., the following preamble and resolutions were adopted:

WHEREAS It has pleased the All-wise Ruler of the universe to remove from our midst the wife of Bro. Geo. A. Dewey, therefore be it

Resolved, That we sincerely deplore the loss sustained by our brother and his children, and commend them for consolation to Him who orders all things for the best and whose chastisements are meant in mercy,

Resolved, That a copy of these resolutions be sent Bro. Dewey and one be sent the MONTHLY for publication.

C. H. HOWARD,
T. A. BROWN,
C. C. GRECE,
Committee.

Chillicothe, Ohio, May 13, 1888.

Atkisson—Resolutions of regret for loss of Bro. Lon A. Atkisson, killed by train robbers May 11, 1888, at Aquazarca, Sonora, Mexico.

WHEREAS, The Divine Ruler of the universe having removed from our midst our beloved brother, Lon A. Atkisson, therefore in view of this loss we have sustained and the still greater one occasioned to his family,

Resolved, That we sincerely sympathize with the relatives and friends of our late brother and associate, and we respectfully commend them for consolation to that Divine Power which, though sometimes inscrutable in its dispensations, "yet doeth all things well," feeling sure that to them, as to us, there is comfort in knowing that the deceased was not only venerable and manly in all respects, but was also a devoted husband, father and Christian.

Resolved, That in token of our sorrow at the death of our brother, the Division room be draped in mourning for a period of thirty days.

Resolved, That the Secretary be instructed to send a copy of these resolutions to the family of the deceased, and the same be spread on the minutes of the Division as a testimonial of our grief and sympathy.

A. W. SPENCER,
A. T. FIELDS,
E. L. NEVIS,
Committee.

Bro. Lon A. Atkisson was only a member of a month's standing, and had just received his insurance certificate. He was an exceptional man, of unusual good habits, and would, had he lived, been a bright member to our Order.

A. W. SPENCER.

El Paso, Texas, May 12, 1888.

Sullivan—At a regular meeting of Logan Division No. 110, Order of Railway Conductors, held April 28th 1888, the following resolutions were adopted:

WHEREAS, It has pleased God in his infinite wisdom to remove from our midst the beloved mother of our worthy brother, John C. Sullivan,

Resolved, That by the death of Mrs. Sullivan her family have lost an affectionate mother, and the heartfelt sympathy of this Division be extended to them, hoping that they will find consolation in the thought that the deceased has always been true to their interest while on earth, and that they will all meet her in that better land, where grief and sorrow never enter, and He that is able will comfort them in their affliction.

WHEREAS, In the death of Mrs. Sullivan our brother loses a loving mother and the Order a faithful and true friend, and that our brother has the heartfelt sympathy of this Division in his sad bereavement.

Resolved, That a copy of the above resolutions be sent to the daily papers and to the editor of the CONDUCTORS' MONTHLY for publication, and a copy to the relatives of the deceased. Signed,

E. W. ALEXANDER,
E. S. GARDNER,
W. I. BROWN,
Committee.

ORDER OF RAILWAY CONDUCTORS, EL PASO DIVISION, No 69—El Paso, May 2nd, 1888—At a special meeting of El Paso Division, No 69, of the Order of Railway Conductors, held at their Division room on El Paso street, May 2nd, 1888, the following resolutions were unanimously adopted:

WHEREAS, The conduct of the Superintendent of the G. H. & S. A. R'y, Mr. J. J. E. Lindberg, in the hour of our bereavement, is deserving of the highest praise and gratitude of this Division.

Resolved, That we, the members of El Paso Division, No. 69, O. R. C., do hereby extend to him our earnest thanks for the kind and courteous attention given our deceased brother.

Resolved, That a vote of thanks is hereby tendered to those friendly hands who have so lovingly placed upon his remains those flowery emblems of friendship and respect.

Resolved, That a vote of thanks is hereby tendered to our brother citizens for the interest and assistance so generously given by them.

Resolved, That the Secretary of this Division be instructed to send a copy of these resolutions to the family of the deceased, and that the same be spread upon the minutes of this Division.

A. C. HOBART, C. C.
A. W. SPENCER, S. & T.
E. L. NEVIS, S. C.
J. J. SULLIVAN, J. C.
W. T. FIELDS, I. S.
W. McPIKE, O. S.

LEGAL.

Edited by R. D. Fisher, Indianapolis, Ind.

156.

Railway Companies—Duties of Passengers—Assault—Brakeman—Instruction.—This was an action for damages for assault and battery committed by the company's servant, while plaintiff was a passenger, lawfully traveling upon its train. The evidence showed that plaintiff, with other passengers, stood on the platform. The brakeman requested the plaintiff and the other passengers to go in the car, but as there was no room in the car at that time he did not do so. At the first station passengers left the car and on the train proceeding the conductor then requested plaintiff to go inside but he again refused to do so. The conductor or brakeman then pushed the plaintiff inside the car. When he left the car at his station the conductor and brakeman took hold of him and pulled him off, and a struggle ensued between them. Verdict and judgment was had for plaintiff and the company appealed alleging an erroneous instruction.

Held. That in an action by a passenger against a railroad company for assault by a brakeman and conductor who attempted to compel him to go inside of the car on which he was riding a refusal to charge the jury that "although there were no seats, and people were standing in the car, yet, if there was room for the plaintiff to stand inside, he was bound to go there," is erroneous, and a ground for new trial. Reversed and remanded.

Granville vs. Manhattan R'y Co., N. Y., C't of App., May 10, 1887.

157.

Carriers of Passengers.—Duty of Conductor to Stop at Depot.—Female Passenger.—Ejection.—Action for damages. Where a lady passenger purchased a ticket from "B" to "M," over defendant's railroad, and took passage on a train which, under the rules of the company, stopped at "M" to receive and discharge passengers, there being a depot for that purpose. The train which she entered did not stop at the depot, but stopped on a sidetrack long enough to allow another train to pass. The name of the station was not called, nor was any invitation given to passengers to alight. The train drew out from the switch and by the depot, and when it had proceeded about half a mile beyond the plaintiff was ejected by the conductor.

Held, That she could recover.

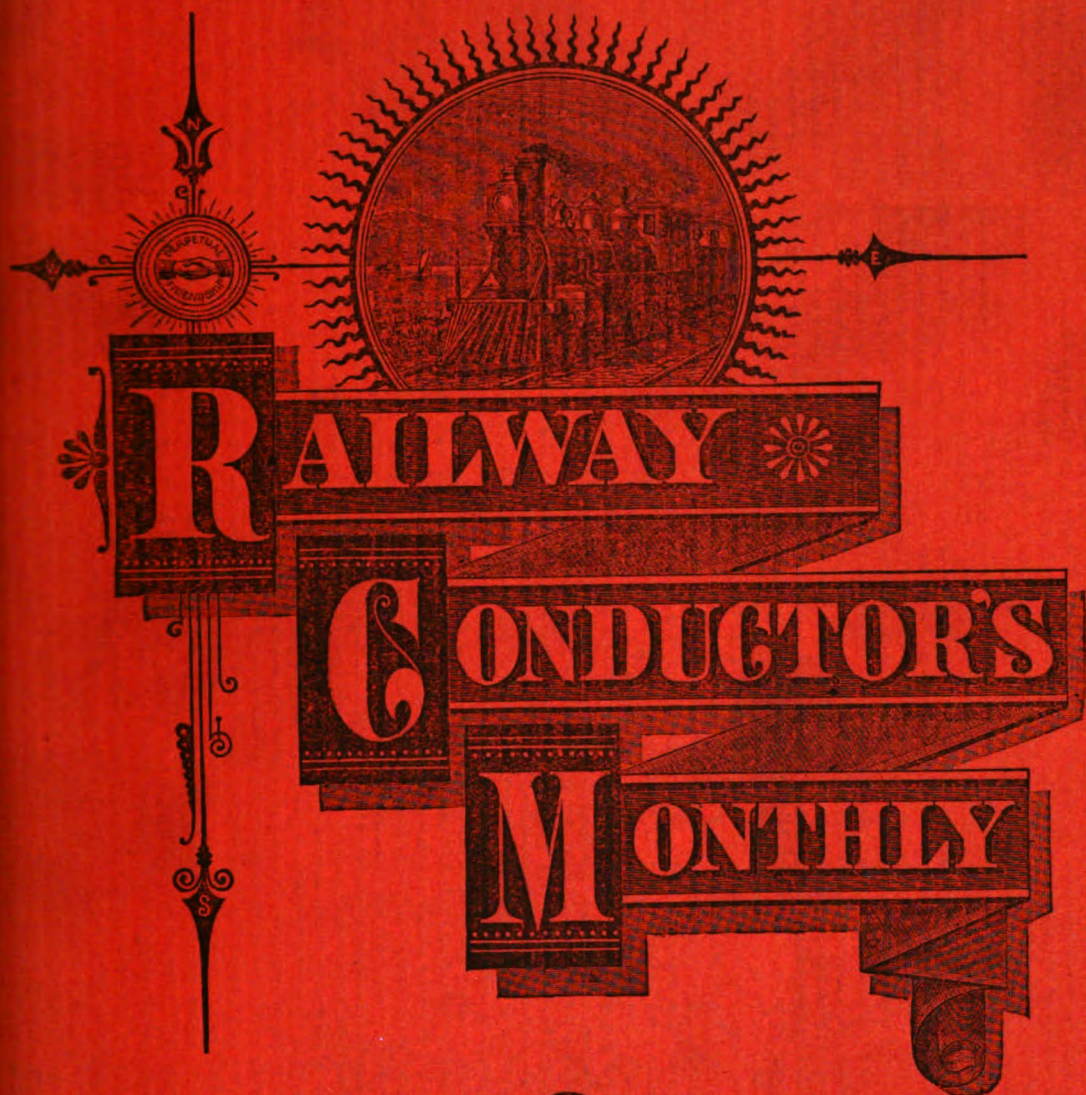
Held. That a person purchasing a ticket entitling her to a passage to a certain station cannot be required to alight at any part of the town it may please the carrier to stop, unless a distinction is made by the carrier between trains employed exclusively in transporting passengers and those employed in carrying both freight and passengers.

Whitewater Valley R'y Co., vs. Mary Butler, Ind. S. C., March 8, 1888.

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JULY 1888.

NUMBER 7.



C. S. WHEATON.
EDITOR.



W. P. DANIELS.
MANAGER.

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THE RAILWAY CONDUCTORS'

MONTHLY.

Volume V.

CEDAR RAPIDS, IA., JULY 1, 1888.

No. 7.



M. RYAN.

MIKE RYAN.

The subject of this sketch was born in New York City, in 1833, and at the age of 12 years, having acquired a good school education, commenced actual life as a butcher boy in Washington market. By his affable manner and ready wit, he made many friends, and among them the late Oliver Charlick, President of the L. I. R. R., at whose solicitation he entered the services of that road in 1864, as baggage master. His pleasant manner and strict attention to business, assured him speedy promotion, and in 1869 he was placed in charge of a freight train on the main line of that road. The duties of this position were so well conducted that in 1867 he was placed in charge of the Greenport mail, on the main line, which he successfully handled for 17 years.

He retired from the service of the company in 1884, and engaged in business at 293 Bleekner street, corner of Barrow, N. Y. City., where he still reigns as the genial boniface of the most elegant and popular art gallery of the 9th Ward.

Joining N. Y. City Div. No. 54, in Jan. 1879, he was at all times a fervent worker for the interests of the Order. He will long be remembered as the representative of 54, in the Grand Divisions of 1880 and 1881, and as member of the Executive Com., in 1882, '83 and '84, the latter year as its chairman.

He made up a first or second section, (she says *first*), in June 1866, of Philadelphia, and who will be pleasantly remembered by her numberless lady friends, who were present on the excursions to Texas, Canada, Manitoba, the Rocky Mountains and Plymouth Rock, in the years from 1880 to '84 inclusive.

To a friend who recently enquired after the family Mike remarked, all well—1 dog, 3 pups and a cat; the largest on our record.

He is a member of our insurance, and is a subscriber to the MONTHLY, which is ever a welcome visitor to both he and Mrs. R. It is always a pleasure to him to meet old railroad friends, and he still wishes that they may be "Hung, Drawn and Quartered. Hung in esteem above their enemies—Drawn over their respective roads in safety, and safely Quartered in the arms of those they love."

CLEMENZY JANE FOWLER.

Conversation Five—She Travels and Takes Notes.

I've always heard that it was powerful improving to take notes when you travel. I thought I'd try it a spell and see. Here are some

NOTES TOOK BY ME.

Started on the Great Rush Railroad, terrible reliable road that, and is to be highly commended. You can always make sure of getting some kind of a train. Frinstance: If you are to go at 4: 30 a. m. (which means in the morning), and shouldn't wake up until 5, you needn't be at all concerned. If you only do all that in you lies, you may depend on getting there; for the morning trains on the G. R. road are certain to be an hour late. So you button your shoes after you get in the carriage, and preserve a serene temperament, knowing that you are safe. Now the Go Sure road is not half so accommodating. It can never be relied on for being late; and unless you should happen to be on time you are liable to get left.

Pass by the sandwiches at Limy. They are devoid of butter, and the slices of meat are as thin as if there was a famine in the land. The pie is good, judging by the way the man next you smacks his lips; but pie is not much of a foundation for a day's travel, and you don't indulge.

"You are now passing through the great oil regions of Ohio." How glad you are you didn't say that ten years ago, or people would have thought you were surely a lunatic. You'll know when you get there though, be it either day or night. If you can't see, you can smell the regions for miles and miles. I wouldn't have an oil well on my farm, not for the best yearlin' heifer you could scare up. I'd do without both the oil and the heifer rather than have such an atmosphere in the air as that. It's so thick you can almost whittle it. I had a great notion to take a bottle full of that Limy air home with me, as a curiosity, and let the company smell it when I should be hard put to for some way of entertaining them.

Paid 75 cents for sleeping at a hotel from 11 p. m. to 5 a. m. It's bad enough to have to be routed out of bed at that redicilous hour to canter off after a train, without having to pay 75 cents into the bargain, for nothing but a few hours' sleep. Why at that rate, nearly 20 cents an hour, even the poorest of us has spent something like fifteen thousand dollars in sleep. Well, if it does cost like old fury to travel, it may do you some good in making you appreciate the comforts of home, where you don't have to pay for the privilege of turning round.

Met a woman on the train who said her husband was of a very po-

etic temperment. I told her that was dreadful, and advised her to try three parts of turpentine to one of fresh lard, to be rubbed on the affected parts just before going to bed. She didn't seem to have as much faith in it as I should have liked to had her; so I wrote out the reseal and pinned it in her jacket pocket, when she wasn't looking. You have to benefit some people by main force you know.

The brakemen on the G. S. road have a dreadful trying way of hollering out: "All out for so-and-so," just before they come to a station. Well, I couldn't imaging what they wanted us all to get out for, but as I was never backward about obeying orders, it kept me pretty busy climbing in and out, seeing as our train stopped at every station. I asked the brakeman if he wouldn't excuse me from any further exercise of that kind. He smiled real obliging like, and said he would. So I had no more trouble. Then I see that more than three-fourth's of the passengers must have got their excuse when the first came, for not very many people paid any attention to the brakeman's orders. Truly, it's live and learn and I'll know better what to do next time. It's real beautiful to see how obliging these railroaders are. I told the conductor about it so he wouldn't think me obstinate, and he said it was all right.

At a little station there came in a gang of roughs, six or eight of them, who took possession of the back end of the car.

After a while they got to quarreling among themselves, and the conductor undertook the job of putting them off. He called on the other passengers for help. Now there were some several women folks in the train that had their husbands along, and as a natural consequence those men had been behaving themselves for such a steady stretch, not spitting, or smoking, or putting their feet up above their heads, or any other performance unbecoming in the presence of women, that they were only too glad to have a general melee as a kind of resting spell. So every one of the married men rushed back among the train men and toughs, and things were lively for the next six minutes. The toughs threatened to cut their hearts out, and let daylight through them (though how that could ever be done I couldn't understand, seeing as it was now night) and various other attentions which they proposed to bestow on either the passengers or train men if they dared to lay a finger on them. Pistols were flourished, likewise knives, and things began to get interesting. By this time the gents in the smoking car had somehow heard of the fracas, and came in to see it out, They stood huddled together in the opposite end of the car, but they didn't seem to be in any great hurry to go up to the help of the conductor. Gents never do help. About all they can do is to look on and spit. They're master hands at spitting.

By this means both ends of the car were completely plugged up, to use a figure of speech, and the women folks between were simply frantic. They dasent go too near the tough end of the car for fear they'd get shot or stabbed, and they couldn't get out of the other on account of the gents and the spit. So there was nothing left for them to do, but romp up and down in the middle of the ile, and hollow for their husbands to come back before they were killed. I set still, seeing as I had no husband to worry me. I think I should anyhow. Probably I'd have set stiller if I'd had a husband in the fray, because I shouldn't have wanted the entire head of the family wiped out at one lick. I'd then have set still to save my half of the head for future use. You are generally safe, in a shooting bee, if you only keep quiet. But if you ramp about, like the women, you're apt to run against some of the bullets.

Just then some one called out:

"Hold up your hands;" and I thought probably this was one of those schemes we read about to rob the train. But I wasn't quite ready to hold up my hands yet a spell. It didn't take me more than half a minute to whisk off my watch, and paper money pocket book and stuff them down in my umbrell. My umbrell is quite a sizeable one, and rather old, so I knew no one would ever think of looking in that for money, especially a train robber who was in a hurry. After I had that fixed to suit me, I held up my hands dutifully, and was ready to be gone through; for I always carry three or four dollars in silver, beside my trunk check and keys, in an old pocketbook in my dress pocket, as a burglar bait. I'd hate to disappoint them entirely, and its worth about \$4 more or less, to be let alone in case you should get a call. I don't wear any rings, or other jewelry except a watch, which I generally put into my shoe at the first sign of danger; and as I don't carry much style about my dress, any business like train robber would probably imagine I was some returned missionary, and let me alone. Then I always carry in my valise a bible and some tracts about "Our Duty to Foreign Missions," and "Why We Send Missionaries to the Heathen," so's to brace them up in the belief that they can't afford to burgle me."

It didn't take more than three or four minutes to get the toughs off, and the train had resumed the even tenner of its way, when I noticed a woman opposite me, weeping most bitterly. Sez I to myself: "Clemenzy Jane, now's your chance to put your shoulder to the wheel and lift that woman's ffo of her trouble. So I took my shoulder blade in my hand, as it were, and went over to her, bent on comforting her if such a thing was possible. I began to lift her mind by asking what was the trouble. "Oh my husband don't come back," she wailed. "He went

there to help the conductor put off the toughs, and I can't see him any more. He's very likely got put off himself, or may be shot, or lost, or something."

"Lost your husband?" says I cheerfully. "That's nothing! you can easily get another; so there's no use in taking on so."

She stopped her crying quick, like a baby does when it forgets what it was crying about, and I see her mind was lifting beautifully. Then she wiped her eyes so's to get a good look at me, and said, kind of astonished like: "I don't believe you ever lost a husband."

"No mom," I said real polite, "I haint none to lose; but I wouldn't mind it if I had. Taint like having your barn burn, or losing your best cow, or something else that costs money. You can get another husband for nothing, for the asking, you might say, seeing as this is leap year. Why, I can show you half a dozen widow men down our way that are just hankering to get married. Husbands aint no novelty. Suppose you do lose one or two, there's plenty left. If you're sure this one is really gone, I'll telegraph on ahead and have a couple down at the station by the time you get there. I'd do that much for a neighbor any day."

She said I needn't trouble myself, and she seemed quite refreshed, least wise she didn't cry any more, which was the main point. After a while, or maybe two or three whiles, I'm not positive about the time seeing as my watch was still in my umbrrell, her husband came in unconcerned as you please. He'd been in the smoking car talking it over with the gents, and spitting some. Now here's a lesson for every woman, thinks I. "Don't cross a bridge before you come to it" will do well enough for a man's maxim, but some women folks ought to remember never to lose a husband until they're sure he's gone. It's the best reseat for saving tears I know.

Yours in Friendship,

CLEMENZY JANE FOWLER.

ADVERTISING DID IT.

Ever since his return from Florida, Colonel Lamont has been entertaining his friends with alligator stories which have a decidedly classic flavor about them. The latest serves to illustrate the powers of judicious advertising.

The colonel heard of a family in Florida who had lost their little boy, and had advertised for him in the daily paper. That very afternoon an alligator crawled out of the awamp and died on the front doorstep. In his stomach was found a handful of red hair, some bone buttons, a glass marble, a pair of checkered trousers and a paper collar. The colonel vows that advertising did it.

THE CLIMATE OF SIBERIA.

From George Kenman's illustrated account of the "Plains and Prisons of Western Siberia" in the June *Century* we quote the following: "It is hardly necessary to say that a country which has an area of five and a half million of square miles, and which extends in latitude as far as from the southern extremity of Greenland to the island of Cuba, must present great diversities of climate, topography, and vegetation, and cannot be everywhere a barren arctic waste. A mere glance at a map is sufficient to show that a considerable part of western Siberia lies farther south than Nice, Venice, or Milan, and that the southern boundary of the Siberian province of Semirechinsk is nearer the equator than Naples. In a country which thus stretches from the latitude of Italy to the latitude of central Greenland one would naturally expect to find, and as a matter of fact one does find, many varieties of climate and scenery. In some parts of the province of Yakutsk the mean temperature of the month of January is more than 50 degrees below zero, Fahr., while in the province of Semipalatinsk the mean temperature of the month of July is 72 degrees above; and such maximum temperatures as 96 and 100 degrees in the shade are comparatively common. On the Taimyr peninsula, east of the Gulf of Ob, the permanently frozen ground thaws out in summer to the depth of only a few inches, and supports but a scanty vegetation of berry bushes and moss, while in the southern part of western Siberia watermelons and cantaloupes are a profitable crop; tobacco is grown upon thousands of plantations, and the peasants harvest annually more than 50,000,000 bushels of grain. The fact which I desire especially to impress upon the mind of the reader is that Siberia is not everywhere uniform and homogeneous. The northern part of the country differs from the southern part quite as much as the Hudson Bay territory differs from Kentucky; and it is as great a mistake to attribute the cold and barrenness of the Lena delta to the whole of Siberia, as it would be to attribute the cold and barrenness of King William Land to the whole of North America.

"To the traveler who crosses the Urals for the first time in June nothing is more surprising than the fervent heat of Siberian sunshine and the extraordinary beauty and profusion of Siberian flowers. Altho' we had been partly prepared, by our voyage up the Kama, for the experience which awaited us on the other side of the mountains, we were fairly astonished upon the threshold of western Siberia by the scenery, the weather, and the flora. In the fertile, blossoming country presented to us as we rode swiftly eastward into the province of Tobolsk, there

was absolutely nothing even remotely to suggest an arctic region. If we had been blindfolded and transported to it suddenly in the middle of a sunny afternoon, we could never have guessed to what part of the world we had been taken. The sky was as clear and blue, and the air as soft as the sky and air of California; the trees were all in full leaf; birds were singing over the flowery meadows and in the clumps of birches by the roadside; there were a drowsy hum of bees and a faint fragrance of flowers and verdure in the air; and the sunshine was as warm and bright as that of a June afternoon in the most favored part of the temperate zone.

NAPOLEON'S FINAL REPULSE.

Preceded by a numerous body of skirmishers, it [the French column] nearly reached the top of the hill, where Wellington had stationed himself behind Maitland's brigade of the English Guards, which was lying down. The troops rose and fired on the skirmishers, scattered them, and then charged down the slope upon the mass, creating more or less confusion in it and causing it to fall back in some disorder. On an alarm of cavalry, however, the English Guards retreated to their former position at the top of the hill, and the column of the Imperial Guard resumed its advance. But in a very few moments, Sir John Colborne, an officer of great dash and excellent judgment, commanding the 52d British regiment, a crack Peninsular corps, moved his regiment from its position near the angle of the English line, on Maitland's right, down the slope until it came opposite the head of the charging column; then, executing a partial left wheel, his regiment, in line, flanked the French column, and poured into it at very short range a deadly fire. The column halted and faced so as in some measure to return the fire, and the action continued some minutes; other regiments participating. Finally the 52d charged the column with the bayonet. The four leading battalions broke and fled,—the two rear battalions, those of the Old Guard, not being opposite the 52d, retired down the slope in good order.

The route of this column of the Imperial Guard demoralized those French troops who witnesses of it. Moreover, at this moment the French right had been turned and thrown back in confusion and dismay. Ziethen's corps had arrived on the English left just before the attack of the Guard, and it was now advancing with resistless force. . . . Wellington, seeing the moment had come, threw in two fresh brigades of cavalry, those of Vivian and Vandeleur, and then ordered the whole line to advance. The rout of the French was sudden, and complete.—From "The Campaign of Waterloo," by JOHN C. ROPES, in *Scribner's Magazine* for April.

WHEN TO TAKE A VACATION.

The incomes and conditions of the greater part of the American people forbid their leaving permanent homes for any considerable length of time, and to such classes it is a matter of great and sometimes vital importance to know exactly what period of the year should be chosen, so that they shall obtain the greatest relief from extreme temperatures during their brief summer outing. It too frequently happens that men and women having but a week's vacation are tempted by the first heated term to take it at that time, long before the maximum summer heat prevails. The sun is nearest the earth at the summer solstice, the 21st of June, but the amount of heat received by day continues greater than that radiated by night for a considerable period after the solstice, reaching its maximum when the amounts received from the sun by day and radiated into space by night are equal. It goes without saying that the hottest single day, or even the hottest three days, for any summer cannot be absolutely foretold, since this period may be slightly advanced or retarded by violent atmospheric changes in the shape of severe storms. The series of observations made by the Signal Service of the Army have been continued for such a number of years that we can, however, speak with certain confidence, based on the normal daily temperatures, as to the dates on which the three hottest days should fall. While these dates vary in different sections of the country, it is sufficiently within the scope of this article to say that the hottest three days east of the Mississippi River should occur between the 12th and 17th of July. If, therefore, any single week is to be taken with the hope of escaping from extreme summer heat, it should commence not later than the 10th of July. . . . Travel and residence in the extreme western part of the United States are most objectionable on account of summer heat from the 15th of July to the 15th of August.—From "Where Shall We Spend Our Summer?" by GEN. A. W. GREELY, CHIEF SIGNAL OFFICER, in *Scribner's Magazine* for April.

A LITTLE OF THE OLD ADAM LEFT.

"My young friend," said an apostle to a street-car conductor, "do you believe in things eternal?"

"Yes sir," responded the conductor. "I think I can say that I'm a fair every-day Christian."

"Do you love your fellow-men?"

"As a general thing, sir, I am devoted to 'em; but there's one class of my fellow-men whom I despise from the bottom of my heart all the way up to Harlem."

"What class is that?"

"Spotters," he replied, ringing the bell viciously.

RAILROADS.

The total railway milage of Canada was, on January 1, 1888, 12,400 miles.

* * *

The Seattle Lake Shore Railway has opened forty-two miles of its line and is ready for business.

* * *

The people of Minnesota are enjoying a uniform rate of three cents per mile on all the principal lines of road in the state.

* * *

The *Railway Age*, of May 18, gives a page to the illustrations of general officers of the Atchison, Topeka & Santa Fe railroad.

* * *

The officers of the many lines who have so kindly favored us with summer time cards of their lines, have our thanks for the same.

* * *

The annnal meeting of the Railway Telegraphers' Superintendents will be held at Murray Hill Hotel, New York, July 11th, at 10 a. m.

* * *

It is reported that the St. Louis and San Francisco railway are seriously contemplating extending their line to Albuquerque, New Mexico in the near future.

* * *

C. W. Fisher, who has been for a number of years a prominent railway man, is trying to regain his shattered health abroad, and is at present in Italy.

* * *

M. George W. Parker, formerly General Manager of the Cairo Short-line, has been made President of the St. Louis, Alton and Terre Haute Railway Company.

* * *

We note that the General Managers' Association has taken hold of the automatic car coupler, and we shall hope to hear of some definite result of their deliberations.

The Chicago, Burlington & Quincy, the Chicago & Northwestern, and the Chicago, Minneapolis & St. Paul railways, have all introduced the vestibule train service over their lines.

Our exchanges report the serious illness of Jay Gould, and his disease is said to be insomnia, which will require complete cessation from care and worryment of any sort, to secure his recovery

The Employees' Mutual Benefit Association of the Indianapolis & St. Louis railway held their annual meeting a short time ago at Mattoon, Ill. They at present have a thousand members.

We note that the *Railway Age*, of Chicago, gives in answer to the question as to the actual cost of building a mile of railroad, that it costs thirty thousand dollars on an average to complete it.

We are pleased to note a remarkable activity among the members of the Train Dispatchers' Association, and hope that their next annual meeting will be productive of great good to that association.

We notice from our exchanges that the tunnel across the river at Detroit, Michigan, is progressing nicely. It will be a great source of benefit to all concerned and avoid tedious delays when it is an accomplished fact.

It appears that the South Pennsylvania railway difficulty is not yet settled; commissioners have been appointed to take testimony in the case at the instance of Pennsylvania railway against the New York incorporators.

Mr. T. C. Clifford, who has been Acting Superintendent for the past four months for the Wisconsin Central Railway, has been appointed Superintendent for the Minnesota, St. Croix & Western Railway, for the same company.

The gross earnings of the Lake Shore & Michigan Southern railway in 1887 were \$18,710,963. Net earnings, \$7,681,165. This shows an increase over any year that the Lake Shore & Michigan Southern has been operated since 1881.

One of our exchanges conveys to us the intelligence that Mr. Eton N. Frisbee has been elected a member of a board of directors of

a Mexican railway. There are those who will be glad to see him in the neighborhood of Elmira, New York.

* * *

The passenger department of the Wisconsin line has just issued a book of valuable information respecting routes, hotels, game laws, etc., which is of great interest to tourists who visit points of interest on their lines during the summer.

* * *

The annual report of the Chicago, Rock Island & Pacific Railway has been given to the public. It now has in operation 1,528 miles of road, which, however, is increased to 2,638 miles, in the addition of the Chicago, Kansas, and Nebraska line.

* * *

We notice in one exchange that Mr. W. H. Boyd has resigned as acting Superintendent of the International and Great Northern R'y on the account of the abolishing of that office. We are pleased, indeed, to note that Mr. Boyd has been abolished.

* * *

A St. Thomas, Ont., paper states that all the telegraph operators who are members of the Order of Railway Telegraphers, on the Michigan Central Railway, have been requested to withdraw from the Order. The report, however, lacks confirmation.

* * *

The increase of traffic of the Northern Pacific has caused the officers of the road to order the building of fifty heavy freight locomotives, one thousand freight cars, ten passenger coaches, six baggage and mail cars, and fifty furniture cars, all of which are to be delivered as soon as possible.

* * *

Mr. George W. Cushing, the well known superintendent of Motive Power on the Philadelphia & Reading Railway, has tendered his resignation to take effect July 1st. Mr. Cushing is too good a man to be out of the railway employ, and we shall hope soon to record his return to the railway service.

* * *

The Canadian Pacific Railway now operates and controls five thousand miles of road, and is the only company operating a continuous line from ocean to ocean. Its annual reports show an increase in net earnings for the year 1887 of over three million dollars. This is a remarkable showing, considering the newness of the road and the section of the country along its lines.

The New York, Lake Erie and Western Railway Company now have over 1200 men employed in putting in a double track on the Jefferson branch, between Carbondale and Susquehanna. This branch of the New York, Lake Erie and Western is their principle coal feeder.

* * *

Mr. O. H. Dorance, formerly of the Missouri Pacific and Union Pacific railways, as Superintendent and General Superintendent, which positions he was compelled to resign on account of ill health, has been appointed President and General Manager of the Shawnee Land investment Company, which includes the street railway and the Topeka Belt Line, at Topeka, Kansas.

* * *

From the report of the railway earnings as reported in the Railway Register of St. Louis, we notice the roads reporting their earnings for the first week in May, nine show an increase while three show a decrease in net earnings. For the fourth week in May, sixteen show an increase, while nine show a decrease in net earnings. The St. Paul company leading the list showing a decrease of \$19,390 on the fourth week in May.

* * *

What was formerly known as the Buffalo & Southwestern railway, running from Buffalo to Jamestown, New York, until recently operated with the first division of the New York, Pennsylvania & Ohio, is now connected with the Buffalo division of the main line of the New York, Lake Erie & Western. Trains are now run by eastern standard time instead of central as heretofore.

* * *

Mr. Ed Jewett, formerly Superintendent of the Chicago division of the Pullman Palace Car Co., has been made Assistant General Superintendent. Among the other official appointments is noticed that of J. F. Richardson to be Superintendent at Galveston, Texas. Mr. Richardson will be remembered by many through the East as agent for the Pullman Company at Hornellsville, N. Y.

* * *

A man by the name of Connor has had a suit in court against the Pennsylvania Railway Company, for ejection from a train, and has been awarded a verdict of \$15,000. The Supreme Court reversed the decision, deciding that he could only recover for the indignity of being put off the train while holding a ticket. The Appellate Court now returns a verdict of \$7,000. Indignities come high in Pennsylvania.

Mr. George L. Cross, Northwestern Passenger Agent of the Louisville & Nashville railroad, has moved his office to 232 Clark street, Chicago. The Louisville & Nashville company have put on a limited train, leaving Louisville at 6:50 P. M., and arriving in New Orleans at 7:55 the next morning. This is remarkable time, and will render the Louisville & Nashville railroad justly popular. Some of the finest resorts of the South are located along the lines of this road.

* *

The Railway Age, of Chicago, in summarizing the miles of track laid from Jan. 1 to June 1, 1888, shows that 2,271 miles were laid in thirty-two states and territories, on 123 lines of road. California leads the list with 270 miles of road on twenty different lines. Georgia comes next with 195; Alabama next with 146; Kansas next with 137; Kentucky with 132, and Illinois with 128. The lowest being Massachusetts, which is credited with two miles.

* *

Our exchanges bring us the intelligence that the American Railway Master Mechanics' Association are to meet at Alexandria Bay, on June 19th and that they are to be favored by the Central Traffic Association with the rate of one and one-third fare for the round trip. We had always been led to suppose that officers of the railroad were entitled to free transportation, as much as were the members of the Central Traffic Association. But it seems that in this instance they do not propose to treat others with the same courtesy that they themselves are treated.

* *

Austin Corbin gave a dinner at his residence, No. 425 Fifth avenue, in honor of George B. Roberts, President of the Pennsylvania railroad. Covers were laid for nineteen. It was a gathering of representative railroad men. These gentlemen were present: George B. Roberts, President P. R. R.; Frank Thomson, Vice President P. R. R.; Chas. F. Adams, President N. P. R. R.; C. P. Huntington, S. P. R. R.; E. P. Wilbur, L. V. R. R.; Gen. Horace Porter, President P. P. Car Co.; Gen. E. F. Winslow, St. L. and San F. R. R.; C. P. Clark, President N. Y., N. H. and H. R. R.; Wayne McVeagh, of Philadelphia; A. A. McLeod, Vice President P. and R. R. R.; J. Rogers Maxwell, President C. R. R. of New Jersey; Sam Sloane, President D., L. and W. R. R.; Geo. W. Childs, Philadelphia; A. J. Drexel, Philadelphia; John King, President N. Y., L., E. and W. R. R.; Samuel Spencer, President B. and O. R. R.; Mayor Hewett and Robert Harris, President N. P. R. R. What a galaxy!—Railway News.

At the last meeting of the Board of Directors of the Chicago, Milwaukee and St. Paul railway, Mr. Roswell Miller was made President of that company. Mr. Miller will perform the duties of President and still act as General Manager of that company, the idea seeming to be to retrench in the matter of expenses. It is a notorious fact that all of our larger railways are finding it necessary to retrench in every way possible, and rigid economy is being observed. The move of the Chicago, Milwaukee and St. Paul is a move in the right direction; if all the companies will begin their lines of economy at headquarters, it will meet with a greater degree of satisfaction on the part of all concerned, than any other way.

* * *

On Tuesday, June 10th, the Master Car-builders Association will open its meeting at Alexandria Bay. The Master Car-builder's Convention is one of the most important of the many conventions of railway employes that are held during the year. It is to them in particular that the employes of the companies may look for reform in the matter of safety appliances and additional safeguards to be thrown around the lives of those who operate railroad trains. We hope that they will arrange so that all lines, in the very near future, will use the automatic car coupler, and thus reduce the cases of death and injury through coupling cars, to its very lowest amount.

* * *

The great Stampede tunnel on the Northern Pacific railroad, which was made necessary in their crossing of the Cascade mountains, was completed about June 1st. It is 9,850 feet long, fifteen feet wide, by twenty feet six inches high. It was bored from opposite ends, and the greatest headway that was made during any one day was twenty-six feet. The tunnel is straight and nearly level. It will be formally opened for traffic in a few days, and will save one day's time in the transportation of freight and will obviate the necessity of the use of the old switchback road over the mountains.

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* * *

General Traffic Manager Hanley, of the Chicago, Kansas and Nebraska railway, wrote a letter to the interstate commerce commission in which he stated that the road had not been trying to evade the requirements of the national law, but will do so in the future. As an excuse for this statement he says that the portion of the law which they purposed to ignore was that which requires the road to adjust its entire tariff sheet, when it makes a change in its rate. Mr. Hanly states that the road has

changed its tariff sheet ten times in four months, and that the cost of publication and adjustment is greater than the fines which would be imposed by law for disobedience of it. What will the interstate commerce commission do?

* * *

It will be a matter of surprise to railroad men to know that on the English lines of railway during the year 1887, there were 919 persons killed and 3,590 injured, and of the number killed about 70 were cases of suicide. The total number of accidents reported, resulting in the death of or injury of persons in or about the premises of the company, makes a total number of 977 killed, and 3,647 injured. The number of miles of railway reported is not far from twenty thousand. It is certainly appalling to know that on such a small amount of road one person is killed or injured every hour of the day, which is about the average as shown by the report.

* * *

Mr. A. A. Hobart, a gentleman well known in railway service, died in Boston, May 3d, of paralysis of the brain. Mr. Hobart commenced his railroad life in 1867, as conductor on the C. & N. W. railroad, and left to take a position as Superintendent of the Milwaukee and Wisconsin divisions of that road. In 1876 and '79 he was Assistant General Superintendent of the Chicago, Burlington & Quincy road, which he resigned to take the office of Superintendent of the Troy & Boston railroad. In 1882 he was Superintendent of the Chicago Division of the Chicago, Wabash & Pacific. His last superintendency was with the Chicago, St. Paul, Minneapolis & Omaha, which position he left about two years ago and returned to Boston, where he died.

* * *

We are pleased to note the increase in the agitation of the matter of discontinuing Sunday trains and traffic on our railway lines. The MONTHLY was somewhat roundly censured by a number of periodicals, for taking this view, nearly two years ago, and again on a later date we wrote editorially on the subject. We can see no reason why trains cannot be discontinued on Sunday, as it really seems to us that train operatives are entitled to as much consideration as any other class of men in the world, and it is notably the fact that they are the only ones that are compelled to labor on Sunday. As soon as railways make up their minds to discontinue Sunday traffic it will be done, as it can be done without special inconvenience, if necessary.

The Railway Gazette has an interesting article on the subject of the speed of trains in the Russian Empire, as follows: At present they run at an average speed of twenty miles an hour, including stoppages, and it is desired to increase this to 23. It is said that on some lines the average speed of the mail trains does not exceed 16 miles, and the ordinary speed of the passenger trains does not exceed 12 miles, while on the best line in Russia, between St. Petersburg and Moscow, the ordinary passenger train speed is 15 miles an hour. The fastest train in Russia is the courier train between St. Petersburg and Moscow, which makes, including stops, 28 miles an hour. This train carries no mail and only a few first class carriages. Examples may be found on branch lines of trains running at the rate of 10 miles an hour and even then arriving regularly late. It is suggested that instead of trains of twenty carriages, drawn by two locomotives, running with the mails once a day on the main lines, it would be better to have two trains of ten carriages each, running twice a day, but for the present the efforts of the ministry are concentrated upon raising the speed of mail trains from 20 to 23 miles an hour.

* *

On June first the Minneapolis and St. Louis Railway Company defaulted on its interest payment, its net earnings being nearly \$40,000 less than its obligations. This condition of affairs it is alleged, has been brought about by unwise railroad legislation. This road operates a road 370 miles long, located in Minnesota and Iowa. It is standard Gauge, is well equipped and managed, and its lines traverse two states noted more than any others, for their oppression upon railway companies. The railway commission of the state of Minnesota arbitrarily reduced their rates, from which the company appealed for a modification that would enable them to escape bankruptcy: the only answer that they could receive was that the road must obey the requirements of the commission or take the consequences. So, between the interstate commerce law and the laws of Minnesota and Iowa, the life has been taken out of this property. There is now an opportunity for the citizens of the two states, who have so long demanded restrictions on railways, to set themselves down and consider whether it is to the interest of the states to drive the railway companies out of business, within their border. There is more than one line of railway in Iowa that will soon be in the same condition as the Minnesota and Northwestern, if the granger element, backed up by a combination of wholesale jobbers, continue to have their full sway in the making of the restrictive laws of the states. We assert without fear of successful contradiction, that railways are public benefactors, and the citizens of any state cannot afford to have them driven out of the business or seriously crippled by state laws for the purpose of benefitting a few men. The Minneapolis and St. Louis railway is a good property, and if allowed to conduct its business upon a fair and equitable basis, is a great benefit to both Minnesota and Iowa. It has been, for some time, in the hands of a receiver and we are not lawyer enough to predict what the future will be.

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

C. S. WHEATON *Editor.*

WEST PHILADELPHIA, April 28th, 1888.

EDITOR MONTHLY:—It has been some time since West Philadelphia Division Number 152, has been recognized in the columns of our MONTHLY. Yet I am pleased to state that she is still alive and doing good work for the good of the Order and her members. And I feel proud to think that she was built on a rock foundation, which she has proved herself in the last couple of years, by the severe strain that she has had in the line of sickness. Brother Wm. Powell, I am pleased to state, is improving very nicely from the severe injuries received in a wreck. He has had a hard struggle, but is on the healthy road at present.

The members of Number 162, had a very agreeable surprise about three weeks ago in the shape of receiving a very neat invitation card sent to each member requesting he and his lady friends attendance to a supper in their honor, tendered by the lady friends of West Philadelphia division at the drawing rooms 40th and Locust street, West Philadelphia, on Friday evening, April 27th, at 8:00 p. m., sharp. About fifty couple turned out, and I will assure you it was a good sociable affair. Brother Sheaffer opened the program with some very appropriate remarks, both spiritual and otherwise, which were very good and done in an appropriate manner, under the difficulties of a bad, hoarse throat. Bro. Sheffer raps us every once in a while about our spiritual welfare, which is to be hoped will bring forth good fruit, as he is both earnest and sincere in all that he does in that line.

About 9:00 o'clock Brother Sheppard Chief Conductor of Camden Division Number 170, on behalf of the ladies, presented to West Philadelphia division in a few bright and appropriate remarks, a handsome set of silk altar flags the handiwork of the ladies. They were received on behalf of the division by your humble servant, who thanked the ladies in a few appropriate remarks. This is the second gift that we have received from our lady friends; the first a handsome silk banner which now adorns our division rooms. Our genial secretary, Brother A. H. McCauley, was next in order with a few pleasant remarks in a happy go easy manner which he is well capable of doing; in fact too much credit cannot be given to Brother McCauley for his capable and efficient management as our secretary and treasurer since our organization. About 10:00 o'clock all hands went to the next floor above where a sumptuous repast of all of the delicacies of the season was spread. With big proud cakes dotted here and there with "O. R. C. 162" and "Perpetual Friendship" and other appropriate designs nicely wrought on the top. After everyone was seated at the tables, Brother Sheaffer asked divine blessing, and then all hands fell too and the way the good things vanished was evident that someone were filling pockets, as no one was hungry before they sat down. Brother Bush and Robertson ate enough ice cream to last them all summer. Brother Sheppard and his estimable wife and Brothers Meekins, Hughes, Robertson and Brother Brigham and wife lent themselves heartily to the occasion and tended to make everyone feel at home. I understand that Mrs. W. A. Bingham and Mrs. A. H. McCauley were the originators of this happy surprise to us, and the committee certainly de-

serves a great deal of credit for the manner in which it was given, and I will assure you it is our earnest prayers that they will surprise us again in the near future.

At the present writing we are thinking of changing our place of meeting to a new hall just built below our old one, which is much nicer, and I hope we will be successful in getting it so that we can display our new flags and banner.

Peace and quietness once more reign supreme over our territory, and the license bill has been consigned to *innocuous desuetude*, where it is hoped that it will remain for some time to come, for it raised noise enough to last a lifetime, and I think we as an order had better let it alone.

I hope this year's report will show a large increase in the sale of the MONTHLY over last year's, for I think there is a marked improvement in its makeup, and deserves our undivided support. As to our insurance, the best that can be procured should also be taken up by every member, as none can afford to work in our line and not be insured, and why not then in our own association? I will not take up any more of your valuable space, and hoping you will find room for this, I am yours very truly

In P. F.

WM. J. MAXWELL, Corresponding Secretary,
West Philadelphia, Number 162.

CITY OF MEXICO, April 11, 1888.

EDITOR MONTHLY.—Div. No. 159 is jogging along and improving. Our C. C. Bro. Bradly is doing very well and will soon be able to be cut. I am happy to say that he will have the use of both legs, for a wonder.

The warm months are setting in, although we cannot call it warm in this city. The thermometer reads at daybreak about 58° (degrees), noon 72° dusk 60° midnight 50 or 55°. For protection of the health it is best to wear a light overcoat morn and eve. Blankets are a comfort on a bed all times of the year, even in the hot lands.

All of the railroads are doing a good business. The Mexican Central will complete the branch into the city of Guadalajara this month. The Mexican National is building rapidly; after completing the Puebla line, the Interoceanica railroad will build to the Pacific port of Acapulco.

I will give the readers of the Journal a few of the railroads of this Republic operated by steam, and more in the next. Mexican Central railroad to Tasa del Norte, 122½ miles; Guadalajara Branch, about 150 miles; Mexican (Vera Cruz) to Vera Cruz, 263 miles; Apizaco to Puebla, 29 miles; Tampico to Salto, 107 miles; Interoceanica, from the city of Mexico to Gautepex 98 miles, and to Calpulalpan 75 miles; Sonora 375 miles; Mexican International 374 miles; Hidalgo, 60 miles; Mexico City to San Miguel Allende, 254 miles; Laredo to Saltillo, 234 miles.

Owing to the severe changes, March as December is a month in which to take particular care of the lungs, but the hardy constitution of the average American railroad man generally carries him through. But many come here, and do not properly protect their body; and I would say a word about the mistake of some men that come here expecting a position at once only to find their mistake, and they find Mexico a poor place to lay, waiting for a possible opening, unless they have plenty of money, and it is a long and hard road to get back to the United States. These men who are working here will bear me out in saying that the work is no child's play in this high latitude. The altitude makes work fatiguing.

As a rule, an American has more indulgence shown him under the law here than in the United States, as I know of men committing acts and not being arrested that would not be tolerated in the United States (every man from the United States is called an American let him be what he may), but if he gets into prison, then he has a rough time indeed.

Hoping this may find a corner in the MONTHLY I will sidetrack for the next section.

Yours in P. F.,

G.

—Conductors, please say what derailments of any kind had the most conductors, or was the best conductor.

G.

DUNSMIR, CAL., May 14, 1888.

EDITOR MONTHLY :—As there is no division of the O. of R. C. here, probably the boys have never heard from this part of the country, so a few lines at this stage of proceedings would not be out of place. There are fifteen crews running this division, and twelve conductors out of the fifteen are Order men, which speak for itself as to how the Order stands with the present management.

The passenger runs are from Red Bluff, Cal., to Ashland, Oregon. Bro's Morgan, Kepler and Ryan officiating with Bro. McNeil as extra, who has the honor of running the pay car with Bro. Anstey as relief. All appear to be well contented, working together in harmony and wishing for the day to come when we will have a division here, so we can be of some good to the Order. As it is, all are away from home, and no help to others without it is to treat a brother well when he happens to come this way.

We must also have a word to say about Bro. Daniels' circular in reply to Mr. Arthur. The O. of R. C. is an order that asks no favors of Mr. Arthur or the B. of L. E., enters no strikes with them—or any other faction—nor does it have a word to say until it has been attacked, then it replies in the proper manner as it has done in this case, and not rush into anything blind and then loose as they have done, and then turn around and attack a neutral order. We heartily endorse the circular of Bro. Daniels. I expect I have stirred up a hornet's nest, but am fully prepared for the worst. We are waiting patiently for the license law to take effect as it will greatly benefit all conductors, also those that expect to be for it will surely give all an equal chance—keep out office men. Then friendship will be at a discount and every man will stand on his merits. Hoping this reaches you in time to find space, I remain

Yours in P. F.,

"STRAM WHISTLE."

Ft. WAYNE, INDIANA, May 9th, 1888.

EDITOR MONTHLY :—Believing that anything pertaining to the Order of Railway Conductors would be interesting to your readers, I send you a slight account of a most pleasant banquet given by the "Ladies of our Royal Club" at this place. To say that the tables groaned beneath the viands set upon them, would be putting it quite mildly. It was certainly a "feast to the soul" to look upon. The smiles of the ladies added still more charms to the occasion and seemed to sweeten it still more if such could be possible.

During the evening the ladies' orchestra rendered some choice selections, while Miss Ida Kellogg, one of Ft. Waynes favorites, sang one of her sweetest and prettiest solos. She was encored to the echo, and had to repeat. It was an hour that the "Knights of the Punch" never dreamed of, while the smiles of more than one "blue eyed May" and "black eyed Susan" still sweetened that hour.

About four hundred guests were entertained in royal splendor, and about \$100 was realized which goes to purchase regulation jewels for Division Number 119, O. R. C.

It would be idle to speak of any where all did well. For the time being the "Knights" forgot their usual "run" and voted their wives all the honor in the world. Over in one corner I seemed to hear something that sound like this:—

"God bless our wives,
They fill our hives
With little bees and honey;
They soothe life's shocks
And mend our socks;
But don't they spend our money."

MRS. J. CRAIG.

TEXARKANA, TEX., 1888.

EDITOR MONTHLY.—There has been a great deal written about the Sabbath; and I am in hopes when we are all dead and gone these writings will continue, until every railroad in the land will celebrate the Sabbath.

The wisdom of cessation from hard labor one day out of seven is almost universally acknowledged. The word has found out it can do less work in seven days than in six. If the world has found out this, why have not our R. R. Cos. found out the same thing? Simply because they have not been asked to, nor has the law of the land compelled them to find out this fact. Most all working and manufacturing corporations have found out that the fifty-two days of rest in the year are an addition instead of a subtraction to the amount of work manufacturies turned out. By all of those facts rises the question, Who observes the Sabbath? The great Castlereagh thought he could work his brain 355 days in a year; but after awhile broke down and committed suicide. This was the result of the non-observance of the Sabbath. The nerves, the brain, the muscle, the bones, the entire moral nature cry out for Sabbath rest. The railroad employee does not cry out for Sabbath rest, or his family nor himself would not have food to eat on Monday. Travelers have found out that they come to their place of destination sooner when they let their horses rest on the Sabbath. In other days, and even now in Texas, where herdsmen drive their sheep and cattle from the far West to the seaboard it was found by experiment that those drivers who rested on the seventh day got down to the seaboard sooner than those who passed on without the observance of the holy Sabbath. Even the fishermen who catch fish for a living declare that those men who observe the Sabbath day catch more fish during the year. When you ask a locomotive engineer why he stops and changes locomotives on the same railroad, he says: "We have to stop and let the locomotive cool down or the machinery would soon break down." Manufacturers of salt were told if they let their kettles cool down over Sunday, they would submit their companies to a great deal of damage. But it was found after a trial of closing the works on Sunday, that less than one-half was paid for expenses, and more salt turned out than when the works run on Sunday. In other words, intelligent men, dumb beast and dead machinery, cry out for the Lord's day, and among these come railroad men from the highest official to the track-walker and bridge-watchman.

Our bodies are seven day clocks; and unless rested and wound up they run down to the grave. The Sabbath comes and it bathes the soreness from the limbs, and quiets the agitated brain, and puts out the fires of anxiety that have been burning all the week.

If this is necessary for the business man, farmers and manufacturers, how much more necessary it is for the railroad man, who has ridden the rail-road-track all the week, with his life in the hollow of his hand. The man who breaks the Sabbath, robs his own nerve, his own muscle, his own brain, his own bones. He dips up the wine of his own life and throws it away, of which we have no greater example than the great railroad king, Tom A. Scott, or the late lamented H. M. Hoxie, and many railroad men who daily pass away from this eternal Sabbath work and wear of Bone Brain Muscle and Blood. While the attempt to kill the Sabbath by the stroke of the axe and flail and yardstick has beautifully failed, it is proposed in this country at least, to drown the Sabbath by doing more work on our railroads than any day in the week,—a general cleaning up, as it is called by the Cos., of all cars and freights that have accumulated during the week, and at the same pay as any other day. These Cos. are compelled to cut out the heart of our Christian Sabbath to satisfy the rush of the clamorous public, who want to transfer their wares and persons on Sunday. While they attend church or observe the Sabbath, these roads are working all day. In fact, but few of our Western and Southern roads know when the Sabbath comes. God says in Isaiah: "If thou turn away thy foot from doing thy pleasure on my holy day, thou shalt walk upon the high places." No high places for the poor railroad man to walk on, I assure you, unless the public comes to our rescue. The President rules the land; the Governor rules the State, each man his own family. The Lord rules the earth and has made an enactment: "Remember the Sabbath day to keep it holy." The States make laws to protect

the Sabbath day, so do the United States. Yet, both the Federal and State government are the first to break the law; and soon as these two governments cease to break the Sabbath, just so soon will there be a change on railroads. You all seem to raise your hands in wonder and ask, "How is this?," which I am going to tell you, as there are but few railroads but what are compelled to work on the Sabbath. First of all comes the United States mail, the government terms it a fast mail, and so great is the importance they attach to this United States mail, that they compel competing lines of railroads that radiate from Washington and New York to see which one can make the best time with it, and if but one hour is gained over another line, the great United States Government gives that route the mail. A road starts that mail on Saturday, it comes to us in the West on Sunday, and must go right on to the Pacific Coast. No stop! What are we to do? Our lines cannot refuse to run on Sundays or they would get no business on Monday, and we employees would not get any work on Monday. Hence starvation would stare us in the face. Now let me ask: Why the great importance that this mail should run on Sunday? The United States have postal laws and they only allow the post offices open one hour on Sunday, and that would not be necessary in this country if the mail did not run on Sunday. While this mail runs on Sunday, it takes a whole train to carry it; and these companies think at the same time they may as well have passengers to make the train pay. As I tell you, the government does not pay enough to make the train pay with the mail alone. This gives the people a chance to travel on Sunday. You will find people in all the eastern cities starting on Friday and Saturday so they can travel through Kansas or Texas on Sunday—or if one of our merchants, so he can get home Sunday and be ready for business on Monday morning. The festive drummer always arranges his business so he can travel on Sunday. You will find all eastern shippers start goods in time to get a western run on Sunday or in time to get west of Pittsburg on Sunday. I believe they do let up on some through trains in some of these cities.

Now I ask what are we to do in the west on Sunday when all those eastern trains rush their freight to us on Sunday. Why, run these trains on Sunday or do no business; and the consequence is that all trains on our time cards read "daily." No daily except Sunday with us; and our work in the west is just the same on Sunday as any other day. It is seldom that our officials do not clear their desks on Sunday, as most all kinds of railroad men work in this portion of the United States on Sunday. The great number of men who toil on Sunday, or seven days instead of six, and the rack and ruin of health and happiness are far greater than all the benefits derived from the same source. This has, or will become a national matter. It has already gone too far to be regulated by State Legislation; for, take the example set by the great De Witt Talmage,—I will remember the last time he visited Texas. Sunday caught him at a small town at which he stopped on Saturday afternoon; he prepared and preached a sermon on Sunday to those people, and had just as large an audience at his lecture on Monday night in Dallas, as he would have had on Sunday night at \$1.50 per head. The Christians ask the question, Will a man rob God? Yes, a man who will break the Sabbath day does so all the time. The sailor who would not unload the ship cargo on Sunday, said a man would rob God Almighty by making the sailors work on Sunday, and would rob him of his wages if he got a chance. By the command of God we are given six days out of seven, reserving one for Himself. National and State Legislation and custom has done the same. But we continually use the seventh day, in spite of God, law and custom. You ask how this Sunday, or every day railroad duty can be stopped. First, let the Government stop hauling mail on Sunday; and let me ask, What is so important in the United States mail that it must be run on Sunday? Congress does not sit on Sunday, nor does the President transact any public business on Sunday; nor does the Supreme Court sit on Sunday. All departments of the Government are closed on Sunday, so why must the mail run on Sunday? Unless it is as sacred to the Government as the Texas train robber, who will not rob the mail because it belongs to the United States? Then the Sunday travel will stop. You can find Chicago with as many hotels and churches as would accommodate all travelers on Sunday; and even here, in Texas, you can find comfortable hotels and churches enough to stop

all Sunday travel. What right, I would ask, have the traveling public to claim the privilege of traveling on God's Sabbath? As soon as the Government stops the mail, States enforce the law, then people will quit traveling on Sunday. The Railroad Companies will quit running all trains on Sunday, except stock and perishable freight. Then the States can pass a law making railroad companies pay all men who work on Sunday double time, and as soon as they have no necessity for men to work on Sunday they will not do so, I can assure you. Bring your voices, your pulpits, your printing presses and your pens to fight this Sunday work on railroads, and you will accomplish the task. Sooner or later this will become a national question.

Yours faithfully,

ALAMO DIV. 59,
Texarkana, Texas.

JAMESTOWN, PA., May 8, 1888.

To the Officers and Members of the Cleveland Division No. 14, O. R. C.

DEAR FRIENDS:—Permit me in this manner to extend to you all the thanks of a bereaved wife for your kind attention and tender sympathy during my recent affliction by the death of my husband.

I thank you also for your beautiful floral offering, and for the CONDUCTOR'S MONTHLY, as I like to read it very much, and for the words of sympathy and respect in the resolutions passed by you in his memory. My husband's sudden taking away brings to his father and mother and myself a crushing load of sorrow. It was hard to part with our dear one; but as you have shown your love and kindness to me, so may you all be rewarded, not alone by earthly friends but by One who is mightier by far than all the earth combined, is the prayer of your friend.

Yours respectfully,

MRS. MADISON MAHAN.

MILWAUKEE, Wis., 1888.

EDITOR MONTHLY:—Some of the many persons outside the Order, who have the interests of our members so much at heart that they spend considerable time in advising them what to do in order "to be saved," are industriously spreading the report that Grand Secretary Daniels was re-elected by only one majority. This is an error. If those who are interested will take the trouble to examine they will find that the clear majority was three, and that had a second ballot been necessary for a choice it would have been much larger, as of the 24 who voted for Brother Blaisdell on the first ballot, at least two-thirds would have been cast for Brother Daniels on the second.

One of the principle supporters of Brother Blaisdell assured the writer that of the 24, 23 would have gone to Daniels on a second ballot. This however, we deem improbable, but I do know whereof I speak when I say that two-thirds would have done so. In less than one year from this time, a large majority of those who opposed Brother Daniels on account of his position, will be among his supporters. Those members with a self-confessed "mania for office" who opposed Daniels, or did anything else to gain votes for themselves, and those whose sole aim was to place their friend in some salaried office, and who made propositions to Brother Daniels himself to support him if he would support their friend for another salaried office, as well as those who propose to be at "the next Grand Division, and the next, and the next, and who, if their "friends do not want them at this one may at some of the nexts," together with unsuccessful candidates who boast in hotel halls at midnight, that notwithstanding this defeat they will "down that damned Daniels yet," and who "supposed Daniels would come and see them," may not be his supporters, but will probably be found in the future as in the past, doing anything that self interest dictates, regardless of the welfare of the Order or its members. To use the word of a noted politician, "love Daniels for the enemies he has made." Take a look at a few at the head of the list, for instance, Messrs, Arthur, Monaghan, O'Shea, and numerous lesser lights, while way down at the "tail end" we find no less celebrated a personage than "Majah" W. R.

Leflet. The "Majah" is not dangerous however, unless he is still wearing the shirt he wore at Buffalo, when he was on his knees to this same Daniels, to whom, more than to any other man, he owed the existence of the Railroader. If he is he certainly would be dangerous to ordinary people unless at very long range, for at that time it was a common remark that while the "Majah" might be a very Godly man, his apparel did not indicate that he was "next to" it by any means.

I am an intimate friend of Daniels, and I think that so far he has made but one mistake; though that one, under the circumstances, I can readily overlook. It was in stooping to reply, through the associated press, to Mr. P. M. Arthur's newspaper interview. With this one exception, I admire his course in paying no attention to the curs that snarl at his heels, but after all I am sometimes tempted to wish that he would again violate this rule and give to the readers of the MONTHLY some facts that he has in regard to this particular one of Toledo. That he has these facts in his possession, I know, for I have seen some of the papers and correspondence in relation to them. It might be as interesting to others as it was to me, and it might possibly even interest the "Majah" himself, though that is doubtful, for the epidermis of a man who will unblushingly wear the emblems of an order of which he is not a member is probably so thick that nothing but a Zalinsky gun will make any impression on it. Well I will close this screed with a prediction, and that is, that in consequence of the position taken by the officers of the Order, and its endorsement by the last Grand Division, we shall find that we will gain more in the next two years than we have in the past ten.

ONE OF THE 130.

HARRISBURG, PA., March 22nd, 1888.

EDITOR MONTHLY:—Under authority from you to act as D. G. C. C. to organize a division of the O. of R. C. at Reading, Penna., accompanied by 36 of the brothers of Dauphin Division, No. 143; I repaired to the latter city, Sunday March 11th for that purpose. A special session of the Grand Division was held in Red Mens' hall, Penn Square, convening at 10.30 a. m. with the following named brother officers, pro tem: Bro. P. C. C., E. Shultz, of Division 143 as D. G. C. C.; Bro. C. C., E. Young, of Division 162 as A. G. C. C.; Bro. C. C. Duncan, of Division 143 as G. S. & T.; Bro. S. C., W. M. Smith, of Division 143 as G. S. C.; Bro. E. C., G. W. Stahler, of Division 143 as G. J. C.; Bro. L. B. Hubbs, of Division 143 as G. I. S.; Bro. M. Ferguson, of Division 143 as G. O. S.

The following named applicants were then presented with the form of questions which they answered satisfactorily, viz: Messrs John J. Dooley, Wm. H. Reamer, John Cody, J. Frank Miller, Gabriel B. Derr, J. E. Fisher, Chas. L. Eltz, H. A. Kinkle, John T. Witman, David B. Hartz, Jas. F. Schwenck, Harry Bricker, Adam Vogel, and John Lebengood.

The Grand Division was reduced for the obligation of the above named gentlemen in the 1st degree. The unwritten work was then exemplified with Bro. Dooley as the candidate, which was conducted in a satisfactory manner. The Grand Division was then raised when a recess was taken for dining. Grand Division again called to order at 2 p. m. when all of the above initiated brothers were presented and obligated in the 2nd degree. The unwritten work of this degree was conferred upon Bro. Hartz as the candidate in a manner satisfactory to all.

The division was then instituted, having for its name Nicholls Division, No. 229, in memory of the late General Superintendent of the main line of the P. & R. R. R. The division then went into election of officers for the unexpired term of 1888, as follows: C. C., Bro. Kraemer; A. C. C., Bro. Schwenck; S. & T., Bro. Witman; S. C., Bro. Dooley; J. C., Bro. Bricker; I. S., Bro. Hartz; O. S., Bro. Eltz;

The officers were then installed with Bro. McCama as Marshall. The new division

will meet on alternate Sundays, commencing March 11th, at 2.00 p.m. in Red Mens' Hall, Penn Square. The above is respectfully referred for your approval.

Yours in P. F.

WM. H. HERMAN, D. G. C. C.

NOTES OF ORGANIZATION.

Visiting brothers were present from Divisions 143, 170, 204, and 224. In consideration of the disagreeable weather the attendance was beyond expectations.

I desire to extend to P. C. C., Bingham and C. C., Young of Division 162 and P. C. C., Shultz, Ste ling, and Allbright of Division 143 my sincere thanks for their co operation and kindness in assistance rendered, as well as all the brothers who by their presence gave encouragement.

P. C. C. Shultz on behalf of Dauphin Division presented the new division a beautiful Bible, as a mark of esteem, which was accepted on the part of Nicholls Division by Bros. C. C. Kraemer, S. & T. Witman, in a feeling manner.

The new division launches itself upon the notice of the public at a time when the R. R. Co. of which they are all employees is engaged in a difficulty with another organization, which is a sure sign of their advancing rapidly to the front, as one of the foremost divisions in the state as the material is not wanting.

VICKSBURG, Miss., March 25th, 1888.

EDITOR MONTHLY :—At a special meeting of the Grand Division of the Order of Railway Conductors the following officers filled the chairs :

C. N. Bell, Deputy G. C. C. ; R. G. Detreville, G. A. C. C. , R. E. Kanis, G. S. ; K. A. McElroy, G. S. C. ; J. M. Adams, G. Jr. C. ; G. R. Gibson, G. I. S. ; T. G. Whitehead, G. O. S. ;

Division opened in due form, for the purpose of organizing a new division of the Order of Railroad Conductors.

The following brothers were present and assisted in the work :

G. H. Rigby, Division 105 ; J. C. Prichett, Division 175 ; J. B. Ramsey, Division 105 ; S. W. Boston, Division 180 ; C. W. Bradley, Division 108 ; W. H. Ball, Division 105 ; Wm. Gilmore, Division 123 ; Jake Campbell, Division 51 ; J. A. Horrigan, Division 105 ; Geo. L. Gurley, Division 108 ; R. T. Harris, Division 175 ; J. M. Prestridge, Division 175 ; L. T. Terrel, Division 180 ; J. T. Johnson, Division 123 ; G. E. Strohecker, Division 133 ; J. T. Savage, Division 1 ; R. B. Waldrup, Division 26 ; W. H. McClain, Division 175 ;

The following charter members present were communicated the secret work of first and second degree's : B. T. Lawrence, B. Allen, D. Morgan, A. L. Jayneth, A. A. Sharp.

Brothers J. E. Strohecker and S. T. Savage, members of Memphis and Chicago divisions, whose names appear on the list of charter members have applied for transfer, were obligated with the charter members.

R. T. Powell and W. T. Harrell were then regularly initiated and promoted to exemplify the secret work for the benefit of the newly made members.

Division then took recess for dinner, and was invited to a banquet given by the new division at the Washington Hotel. It is useless to add, everyone seemed to enjoy him self hugely.

Division called to order again at 6 30 p.m. Opened in due form.

First business in order was election of officers for the new division. Bros. J. C. Pritchett, Z. T. Terrel, Wm. Gilmore appointed as tellers, the following is the result of the election :

J. T. Savage, C. C. ; G. E. Strohecker, A. C. C. ; A. L. Jacqueth, S. & T. ; W. T. Harrell, J. C. ; R. T. Powell, S. C. ; B. Allen, I. S. ; D. Morgan, O. S. ; A. A. Sharp, Delegate ; J. T. Savage, Alternate ; Bro. Savage elected as correspondent to the MONTHLY.

Division selected the name of Vicksburg Division 231. Meeting days, every Sunday, 2 p. m. in each month.

Installation of officers, Bro. J. T. Johnson appointed as Marshall and the officers of the new division were installed according to the constitution. Vicksburg Division was instructed in the opening and closing of the division.

The new division starts out full of hope and enthusiasm and says it intends to make division 231 second to none in the world:

Yours in P. F.

C. N. BELL, D. G., C. C.

ST. ALBANS, VT., April 14th, 1888,

EDITOR MONTHLY :—After reading the resolutions adopted by Division 124 on April 4th and published in the Daily Tribune of same date. I feel a word about this matter would not be out of place to say that in my opinion the action of the brothers of Division 124 was hasty and unwarranted is but placing it mildly. While perhaps the issuing of the circular referred to just at this time was also unwarranted, and may have been a mistake; I am well satisfied it was issued in good faith and with no desire for notoriety, and I am positive any brother who has the pleasure of the acquaintance of Brothers Belknap and Cross will agree with me that they are both gentlemen of principal and honor. And I believe felt they were doing the O. of R. C. no injury. And I for one, fail to see any injury done. I am well aware there were men in our ranks who do not fully agree with the majority in regard to the striking clause, and no doubt they will take advantage of every chance given them to cry it down, but nevertheless, the fact remains, we are a non-striking order and I believe with what knowledge we have of strikes in general will continue to be a non-striking order. Now then while I admit that *perhaps* it might have been better not to have issued the aforesaid circular, nevertheless Brothers Belknap and Cross were give permission to issue it. They did so, and now I ask, inasmuch as this is so, are we going to stick to our text or not? Are we going back on our own brother to please a class of men who never give anyone a thought except it is to help themselves? No. I cannot believe it. Again I ask: How has Brother Wheaton violated his obligation? Is the obligation he has taken any different than the one I took? Is there anything in our obligation that says we shall not express our opinion on any subject? Is there anything in our obligation that prohibits a man earning his daily bread in *any honorable way*? Is it unbecoming a man to earn the bread for his family in any honorable way, or must he stand idle and see his wife and children starve because his *manhood* will not allow him to take the place of a fellow employee who stops work of his own free will? Who acts the part of a man, the one who throws you out of employment or the one who keeps you at work? I am of the opinion the man or society of men who try to keep the wheel in motion, thereby giving you and I a chance to earn our daily bread, do more good in one short minute than all others who believe in sacrificing everybody and everything that they themselves may reap the benefit thereby. Therefore I say this circular was issued in good faith and I fail to see any reason for this foolish protest from Division 124. But as far as violation of obligation is concerned they have taken just as much of a stand in regard to strikes as Brothers Belknap, Cross or Wheaton inasmuch as they say that the document places us in a false light or, in other words, while we do not strike we take the stand that we will not do anything for our employer except a conductor. Now then should I be asked by my General Superintendent to act as switchman, either during a strike or at any other time, I should feel obliged to obey his order or get out at once. And I would ask, if I refused, should I not then take a stand in favor of strikes just as much as I should against them if I obeyed? I think so at any rate, and don't believe I should violate my obligations in

either case. Therefore I cannot see on what this demand for Brother Wheaton's resignation is biased.

Furthermore it seems to me any such protest or demand is entirely out of place in the public press, I should think any such document ought to be private, I don't believe it helps keep men in harmony with each other to publish such things, it seems to me the Grand Division or the private room of our Executive Committee is the place to put such protests and demands not in the public press. And I believe if the brothers who signed the protest had taken second thought they would not have done it. Brothers do not be hasty in judging the action of others for while they may not agree with you in these matters they have a right to *their* opinion, and perhaps are just as much in earnest as you and perhaps are acting in just as good faith. I do not doubt the brothers who sign this protest mean well but I am of the opinion their action was hasty and ill timed, and I regret very much any such strife should come up among us. But inasmuch so it is I propose to fight it out on the side of the O. R. C. at all hazards. I do not want to injure any engineers nor do I want to injure the B. of L. E. and presume I could not if I would. But I do propose to advocate the principal of the O. R. C. even if the B. of L. E. do not like it. I have seen statements made by B. of L. E. men that the conductors wanted to amalgamate with them. I guess when the matter is looked up it will be found the boot is on the other foot, for they did want just such an arrangement as that, for then we would be obliged to stand by them in strikes whether we wished to or not, and the very fact that many conductors are able and competent to run a locomotive is the reason for their efforts in behalf of amalgamation. Not because they love us more but because they love themselves better, and as the majority of conductors see through their scheme they cannot make it work. I have not one word to say against any engineer in particular but the order is general. Many of my warmest friends are engineers, and I believe they themselves will think more of me for standing up and advocating what I believe to be right. Brother think twice before you act on any matter of so much importance as the demand of the removable of our C. C. C. for I am of the opinion had the brother of 124 thought twice those resolutions would never have been published. Hoping this feeling of enmity can be overcome and a good friendly feeling spring up in its place. I am

Yours truly in P. F.

E. D. NASH:

C. C. Division 24.

EAST SYRACUSE, NEW YORK, March 26th, 1888.

EDITOR MONTHLY :—As the year is about gone that I spoke about in my last ; I will try once more to tell you how Division 43 is getting along. Physically, I do not think there is a division in existence that can brag of having a more noble or more healthy looking lot of men than Division 43, and we are growing ; we have taken in our ranks, since the 1st of January, four good sound men and we have at present 4 petitions that have been acted upon and our goat is waiting anxiously for them to appear as he is getting hungry for wool or cotton, he is not snappish or balky as he eats anything he can get, and will carry anyone who attempts to ride him. I honestly think that since we adopted the rule to close our division rooms on Sunday that our division has been on the upward road to success, as our ranks will show we have at present 109 members. I think that before the year 1888 closes we will number at least 125 ; we have one of the finest division rooms in the state, according to its size ; we attempted to furnish it by levying an assessment on every member for a small amount and have very nearly accomplished our purpose ; of course we have run across some very bad timber as some are a little cross-grained about the assessments, but eventually they will pay, for as soon as they see the room they exclaim : " O ! why did you not tell what the room was like ? Why, I'd rather pay twice the amount of the assessment than to have had anything different than this." Once in a

while a brother's wife from Syracuse or Rochester will come to Dewitt, and it is quite a treat to take them in the rooms to let them express their "O's and Ah's," and "how beautiful." We are a little in debt, but I expect by the help of the Grand Chief of the universe to lift this debt before the expiration of my term of office as I have the hearty co-operation of the brothers of Division 43.

We were called upon a short time since to participate in the burial of Bro. C. C. Graves, who was killed while in discharge of his duties as yardmaster, at Thayer, Mo. The funeral took place in this village the 16th inst, and was largely attended by the brothers of the Order. He was made a conductor by Division 43 and was transferred to Division 155, where he was a member in good standing at the time of his death; the saddest thing of all is he let his insurance run out we understand last September. Oh, why is it that men in the capacity of conductors, engineers, brakemen, or anyone connected with the railroad will neglect such a duty, or after having started once in the right path why will they let their only future support for their families be lost? As I stood and gazed upon Bro. Charlie, as he laid in his (as it seemed to me) peaceful sleep, a great many thoughts passed through my mind about the future welfare of his wife and little daughter, but the thought that was uppermost was: was he prepared to take his ride on the on the heaven bound train? Was he in possession of the pass word? Oh, my brothers this is one of the greatest or one of the first duties of a railroad man, to prepare himself to meet the Great Chief Conductor of the universe, and then endeavor to take your families with you and live such a life that those whom you come in contact with can say, when you are laid away for your long rest that your life has been a true and a good life, to take an example of. Brother Graves has gone, but different by far than many of us, he has gone and left no enemies, no unkind thought will follow him from among the friends and acquaintances of his former home, words cannot express the sympathy we feel for those who are left to mourn, the family have the heartfelt sympathy of the entire division, and we would commend them to the One who doeth all things well. As this is quite a lengthy letter I guess you will not want to hear from me again in a year.

Yours in P. F.

D. N. L.

ALLIANCE, OHIO, April 12th, 1888.

EDITOR MONTHLY:—Dear Sir and Brother please allow me a small space in the MONTHLY.

I have had a talk with a number of the brothers in regard to a weekly paper and they vote it unanimous, and perhaps at our next grand session at Toronto Canada, the Grand Division will take this matter up and make the change from the general MONTHLY to a weekly paper, and in regard to the Order building a business house for a general office, I feel safe in saying that the members of Alliance Division 177, will endorse and take stock in a movement of this kind.

Yours in P. F.

F. M. F.

KANSAS CITY, March 9th.

EDITOR MONTHLY:—Allow me a "little space" to get in a few words at this mighty "coming man" who thinks "The engineers are the responsible parties of any railroad. It is the man at the throttle who takes your life in charge when you go away from home and not the man who takes up your ticket." Oh what a blessing we have such a supply of brains and intelligence on the front end to keep us out of danger. Oh thou egotistical self-praised savior of the inhabitants of this country. Just think nearly every soul in the world where there are any railroads have ridden on the cars and of course are indebted to the engineers for their lives. What a desolute waste the earth would be if it were not

for the "Man at the trottle." You have covered yourself with glory. Don't you think the world has gone back on you. Your great ability and the good you have done the lives you have saved seems to have been lost sight of that you can be content to eke out an existence as an editor. Honestly now, why did you quit running an engine where you were doing so much good and saving so many lives? Who is it that goes in and looks over the register while you are "oiling around" and sees that everything is in all right? How many of your class ever consult a register and check it up? Now there is not a single passenger conductor in the land to-day who would not be glad to let the engineer assume the responsibility if the railroad companies would let them—they can find work enough to do looking after the comfort and convenience of the passengers, and answering the thousand and one questions that are put to them daily. By all the time cards in the United States to day, how many have a rule that says the engineers have charge of the trains? Echo answers! not one. I will admit that there have been a few cases where the "Brave engineer died nobly at his post," etc., etc., (because he hadn't time to jump off) but the chances are three to one it was done so quickly he could not get off and in some cases it was mean in the fireman not to wake the engineer up in time to jump. I was running a passenger train once and got orders to meet a freight at M——, not a regular stop for us. We were late and to use the engineers words, we were getting them there. As we passed nearest end of siding I saw no freight there; we were running at least thirty miles per hour; I pulled the bell cord and sprung the air on the "coming man" and while he was ringing the bell for the signal to go, I walked to the engine and asked him where was he going for 520? Just then we heard her coming about a mile off around the curve, he turned as white as a sheet and said, "My God John, don't ever tell this." I could go on and fill the Magazine full with like instances. At the same time I do not claim we as conductors never make these mistakes. I myself was discharged once for running by my orders. And the "coming man" also as *very strange to say* he made the same mistake I did, but nothing resulted from it. When I got him stopped he could not think what I was backing him up for. We were on freight. Now take a freight conductor, for instance. Who is it that is constantly getting the little messages from headquarters to do this or do that, set out empty box box at A, your empty stock at B, pick up all east bound goods at C, take empty flats from D and leave some at E and bring balance through, and a dozen such messages as that in the course of a trip. Who are they directed to? Who does the company recognize as the man in charge, and what is the brave engineer doing all this time? I will tell you. About two chance to one he is consuming as much time kicking about so much switching as it would take to do the work. Will swear that that conductor is trying to see how much work he can do and how many cars he can pull, and is no good. At the same time the conductor has it in black and white from the office to do it. You as an organization have fully shown and demonstrated the consistency of your Brotherhood in this strike now on hand when you first went out on the C. B. & Q. You said "We cannot afford to work at those wages. If you can find more to do it we have no objections and will not interfere." Now that was all right and honorable if you had stopped there and confined your fight to that road alone, but so soon as you see the places being filled by others then you call your *grievance committees* from all connecting lines to compell them to disobey and disregard the laws of the country to help you out by refusing to receive C. B. & Q. freight; but Judge Gresham has knocked that little bluff out on the first round. What would a general tie up mean. I will tell you. It simply means paralyzing the business of the whole country, sacrificing hundreds of thousands of dollars and injuring people who never did your organization any harm, and would not stop the C. B. & Q. either. Still you want the sympathy of these very people you are endeavoring to ruin. Now comes this great man of legal talent Alexander Sullivan, who in crawfishing for you, offers you this consolation; viz, "that Judge Gresham declared distinctly that men can not be forced to work if they do not wish to."

What a bright idea, and how much consolation it must be to you. There is not a railroad in the United States to-day who has tried to compell you to work. The C. B. & Q. only say to railroads connecting with theirs "handle our business as the law directs." In that case they hold no consultation with you and you totally ignored in the transaction they deal with connecting lines, not with employees of these lines. The law provides for the interchange of traffic and these other roads will have to comply or shut up shop. I am not in favor of grading mens' wages. I think that when a man is competent he should receive the same pay as another man if he does his work as well. But that is a matter you should have settled with the C. B. & Q. alone and confined your fight with them, and not try to make other roads break the law and suffer who are *giving you everything you ask for*. Is this showing a manly or generous disposition, or an inclination to do right by those who do right by you? You say "those roads are helping one another by furnishing men to run these engines." Now these men who are running these engines are from the east and *not from connecting lines*. Why don't you order your men out in the east who are living in the same locality with these men? Your organization helped to put these men out of employment, and they are not exactly following up the good book's example; returning good for evil; simply paying you back in your own coin—take your medicine like men now. A day or two ago, one of the "coming men" remarked in the New Albany hotel that there was no difference between a scab and a conductor who would run a train with one.

JIM.

LOUISVILLE, KY. June 3rd. 1888.

EDITOR MONTHLY:—Monon Division, No. 89, held a very interesting special meeting Sunday May 27th, for the purpose of receiving the report of the delegate to the 20th Session of the Grand Division. We had the honor of having two of our Grand Officers with us at this special meeting. Bros. E. D. Nash and J. H. Sayers, Grand Junior Conductor and Grand Outside Sentinel. After the division had received the report of the delegate, our worthy Chief Conductor called Bro. E. D. Nash, Grand Junior Conductor to the chair, and asked him to give us some instructions in the work of the Order, which he did to the satisfaction of all brothers present. Bro. Nash exemplified the work of the Order in both degrees, in a very satisfactory manner to all. He also spoke at some length on the non-attendance of brothers at division meetings. He urged upon all brothers the necessity of attending division meetings. This meeting will long be remembered, by all who had the pleasure of being present, and it is to be hoped that Brother Nash and Sayers will not make this their last visit to our Falls City. They took us by surprise at this meeting. Had we have known that we were to have any of our Grand Officers with us, perhaps, we would have been better prepared to receive them; however, we will try to treat them better the next time. And in conclusion dear Editor, I wish to say a few words to the brothers who do not attend division meetings, as often as they should. We have members, and I suppose it is the case with all divisions, that have not attended a division meeting for one year or more. Now brothers I ask you is this right? How can you expect our noble Order to prosper when you by your absence often cause the division to not have a quorum, or enough brothers present to open the division, and nine times out of ten we can hear of these non-attending brothers complaining and kicking about what the few brothers who do attend have done. Now brothers if you will attend your division meetings, once and a while, you will have a chance to use your voice and vote on all matters pertaining to the welfare of our noble Order of which you have the honor of being a member, paying your dues does not discharge your duty to your division, remember there is work to do for all. Come yourself and bring some other luke warm brother with you, these, division meetings has a tendency to make better men and brothers of us all.

And now, Brother Editor, for fear you should consign this rambling letter to the

waste basket I will conclude with the best wishes for the prosperity of the MONTHLY and our beloved Order at large.

Truly Yours in P. F.,

H. W. ADKINS,
Sec'y. 89.

EDITOR MONTHLY:—It is to be deplored that so much bad feeling has been engendered between the engineers and firemen and the O. R. C., during the late unpleasantness. I am also surprised to see the strikers lay the cause of their defeat largely at the action of the conductors. I do not believe there were a half a dozen instances on the whole system, where conductors have run engines; there was not a single instance on the H. and St. Joe railroad where any conductor stopped beyond his sphere and duty during the strike.

If a conductor informs an engineer of a crossing, or a water tank where a passenger train may be stopping, it may be called "scabbing it" by the great lexicographers, Arthur and Stevens, but until the laws of Missouri are less stringent about crossing, stops &c., we will risk the odium of "scab" without questioning its etymology. Setting aside the merits and demerits of their cause, it seems to me they can blame themselves for their defeat. They showed bad generalship in choosing March instead of December, but like a turkey gobbler, swelled with pride at his own size, they did not think that it would come to a focus, neither did they seem to be aware of the fact that there are quite a number of men in the country who can run engines up hill, if they have a good train crew to let them down the hills and into the stations. After all it is really the train men that run the whole business at the most hazardous times and places—a fact that all railroad men are aware of. Another cause of their defeat, and one that I will let themselves answer for, is, they did not have the sympathy of any other labor organization, and if the press of the country be any criterion of public opinion, it was a small morsel of sympathy they received from that source; and in this nineteenth century public opinion is the god of battles that holds the trembling balance in his hands. No more, as did the solar archers of antiquity in the days of Judas Macabaeus, do the gods descend to fight the battles of men; and whenever the contest of might against right is fought in free America, public opinion will ever be a "Macedonian phalanx" for the latter.

Speaking for myself, I believe I express the opinion of the conductors of the Q system, I did not feel disposed to complacently await the pending of a strike, the chief impetus of which was an over-pent-up chivalrous desire of a few over-paid employes of other roads to measure swords with the Q. Four-fifths of the engineers and firemen on the H. and St. Joe railroad will say they were satisfied with their condition previous to the strike, notwithstanding their delegated action; their conscience, like a good Sancho Panza, cautioned them of the injustice of comparing a county seat, and saw mill branched road like the Q, with the C. and A., a road whose policy of building is like the bird that waits for its neighbor to catch the fish, and then seizes it in the scramble. The Quixotic influence of the B. L. E., and B. L. F. was brought to bear on the Q. engineers; they were told like the knight of *La Mancha*, that it was only a windmill; but their surprise was not quite so agreeable, and in their chagrin at the *coup de main*, they charge it at the O. R. C. But we hope to see a better feeling prevail between both organizations, and we hasten to say to any O. R. C. men that if their duties ever bring them in contact with any of the old engineers or firemen of the H. and St. Joe, they will find them each and every one gentlemen, and complete railroad men, and in every way worthy of their esteem and confidence. Hoping that a better knowledge of each other's importance may be the means of bettering our condition as a whole, and that a reciprocity of favors and mutual aid may yet be the olive branch between engine and train men, I will close for the present.

Fraternally yours,

ED. TARRITY,

Correspondent Monthly Division 194.

LOUISVILLE STATION, KENTUCKY, June 8th, 1888.

EDITOR MONTHLY:—Enclosed find one dollar and twenty-five cents for the MONTHLY for 1888; also some writing from the Louisville *Labor Record* attacking you in a shameful manner, and as I think without any cause whatever, although they are beneath the notice of as respectful organization as ours, so you can dispose of them as you see fit. Old 89 is marching along, holding her own with any other division of equal chances. We have 165 members in good standing and petitions coming in at every meeting, (every Monday). Your humble servant does not get to attend as often as he likes. My run is out of the city 105 miles in the mountains of Kentucky, where the air is pure and filled with the perfumes of the sweet scented wild flowers that are so abundant here. The laurel-jury and honey suckel takes the lead for beauty, and our passenger conductors go wild over them; so they stop the trains and invite the passengers to join them in gathering armfuls of them. Anyone would enjoy this better to see it than to hear it, so I give you all a special invitation to visit us and see for yourselves.

On the 27th of May we had a special meeting, (which your humble servant attended after travelling 96 miles on freight and deadheading 105 miles, and return to take out run Sunday night), to hear the report of delegate to Grand Division, which so far as I know, met with the hearty approval of all; also we had with us two of the Grand Officers, Brother Nash and a brother from Mexico. We had a good turnout, (about 40 members), and Brother Nash went over the work with great credit to himself and the Order, and greatly benefiting us, for you fellows keep yourselves very scarce from old 89 to which you are ever welcome, and I hope that in the near future you will pull this way and give us a visit and school of instructions, of which we are in great need.

I am running on the Old Reliable L. & M. R. R., of which nearly all the conductors belong to the Order and most of them to Division 89. Our officers, which there are no better in the country, for the Order and Order men, the trainmaster being a member himself, you cannot wonder at his liking Order men. Business good with us, and we haven't but one O. R. C. conductor breaking on this part of the system. As this is my first attempt, I will close for fear this will find the waste basket. Should you see fit to give this space in the MONTHLY when its turn comes, I may try it again in the future, as we have never had a correspondent from here.

Yours in P. F.,

OLD 89.

EAST SAGINAW, MICH., Dec. 9, 1887.

EDITOR MONTHLY.—Dear Sir, W. F. Potter Division No. 67 is flourishing. Got one new member this month and a good one too, and one that we are proud of. Hope to have some more just like him. It is Mr. Fred Burdick, night yard Master at East Saginaw for the St. Paul, a position he has had for the past year, and one that he has earned by hard knocks for years. Such men deserve all they get. Business is good here; the through business is good. The company's boats from Milwaukee to Ludington send us from 100 to 150 cars daily, that come in and go out so that we do not have to handle that. In East Saginaw yard there are nine switch engines and they are all kept busy. In Bay City there are two, and they are more than busy. Flint yard has two and they do not sleep much. By the way, Mr. Editor, Mr. Bohasky is yard Master at Flint, and is a member of Division 67, with Hermsn Clark assistant, John Schively close behind, all members of Division 67. Business is good with them, with twelve or thirteen trains daily, and the transfer to and from the C. G. T., keeps them hustling most of the time. Oh, yes, John Brown, yard master of the C. G. T., is one of us too. I noticed he was not to the meeting the first of the month. I hear it is a "girl," and its name is "Mary." Good, John, be on hand next month for we have some important business. Mr. Editor, we expect to give a grand ball this winter, and in due time will send you an invitation. Well, Mr Editor, I think J. Q. Hicks is on the right track, or at least he thinks just as I do that the Jauney hook coupler is the boss, and hope before 1890 they will be on every railroad car in the United States. Go ahead John.

N. H. SLADESET.

DENVER, COLORADO, June 3, 1888.

EDITOR MONTHLY :—I will just announce to you that I have been very sick here and in Georgetown since the 1st of March, and had about given up to die, as you know I have been sick for the past three years and all thought it was my stomach. But when I had 'given up to die, and was about to start east, a good angel took me to a female doctor here in this city who uses nothing but electricity, and she knows her business. Her name is Mrs. E. J. Harding. She said my trouble was in my liver, kidneys and spleen, and she could cure me and she is doing it. I can now eat and retain my food, but am yet quite weak. I would like this letter published so that my brother who is similarly affected can be cured. Medicine is an experiment and does not reach the cause. I took medicine for three years and was entirely broken down. The secretary of Division No. 44 will substantiate all I say of my immediate and wonderful improvement under her care. I also wish to publicly thank, through the medium of our MONTHLY, the members of Division 44 for the kindness and interest they have shown me, and are still showing. Also my thanks are due to my own Division, No. 44 of Perry, for so promptly answering this division telegram. I indeed needed brothers when I came here to start east, discouraged, and I met lots of them who cheered and encouraged me, and did all they could for me. To Bros. Graves, York and Koeller of 44, are my thanks especially due; I will long remember them. I had to be rubbed one night with dry salt, and the next with dry soda. They are all good rubbers for amateurs, but when Koeller, who is somewhat of an inventor, wanted me to try sandpaper on the third night, I thought he was sarcastic. I have only been able to write for three days past so excuse errors.

Yours truly in P. F.

CHAS. W. LACKEY of Perry Division 44.

WILMINGTON, DELAWARE, May 27th, 1888.

EDITOR MONTHLY :—As per your instructions by message, I wrote to Mrs. E. M. Carter on the 24th inst, tendering your sympathy and that of the Order in general in her sad bereavement. I also called on the brothers to attend the funeral in a body to represent the Order, as a special request from you. The funeral took place at 2:00 p. m. on the 25th inst. Among those present were H. H. Carter, superintendent of the P. W. & B. R. R.; J. L. Burnett chief clerk; Frank Carlisle, train master; John S. Pettyjohn, assistant train master; G. F. Irwin, assistant train master of the Philadelphia division C. R. R.; S. A. Hodgkin, of the Lobdell Car Wheel company; J. C. Flanagan and Robert Morrow, yard masters at Pittsburg, Pennsylvania; S. H. Brenaman, yard master at Altoona, Pennsylvania; James F. Casperson, freight agent of the P. W. & B. R. R., and H. M. Butler, of Pittsburg, Pennsylvania. The Order was represented by the following brothers: J. C. Campbell, of Derry, Pennsylvania; J. P. Anchor, L. M. Wilson, of Camden, New Jersey; W. A. Robinson, D. Chambers, A. Hughes, of Philadelphia; J. Larfeela, A. W. Mahoney, H. Jasom, C. Spencer, J. B. Book, Wm. Townsend, S. L. Parker, J. I. Parker and myself, of Wilmington. The pall bearers were Geo. Evans, of the P. W. & B. R. R.; Pusey Sidwell, of the Yard Masters; W. B. White, of the Golden Chain; C. F. Wollasten and Captain G. A. Le Masster, of Second Baptist church. The honorary bearers were C. H. Cantwell, Geo. Richards, of this city; James Gordon, of Trenton, New Jersey; H. M. Butler, of Pittsburg, Pennsylvania; J. C. Campbell, of Derry, Pennsylvania, representing the Yard Masters' Mutual Benefit Association; S. L. Parker and myself representing the Order of Railway Conductors. The remains were encased in a handsome casket and the floral tributes were beautiful; among them being the "Gates Ajar," a large piece over three feet in height and about four feet wide, presented by David Foster, assistant yard master, in behalf of the P. M. & B. R. R. I think the above was one of the most beautiful designs I have seen. Also the vacant chair was very large, presented by Division 37, of the Y. M. B. A., with the words "Our President of the Y. M. B. A." entwined in green letters, and several smaller floral offerings. Mr. Carter has been failing for this last eighteen months; was sick seven weeks with the typhoid pneumonia. He had told his wife several times that he expected to die at about the thirtieth year of

his age, and after he was taken sick, he called his wife to his bedside and told her that he was prepared and ready to go, and talked to her of the future. I would say the O. R. C., and especially Wilmington Division 224, have lost a warm friend, as he made our interest his, and nothing seemed to give him any trouble. He was insured in the Y. M. B. A., the Knights of the Golden Chain and the P. R. R. Voluntary Relief fund. I am glad you got to shake hands with him last fall when you were passing through this city. He could not speak too highly of you and was your well wisher all the time. I think this gives you about all the information of his death and funeral. Wishing you well, and hoping to see you soon, I remain

Yours in P. F.,

ALBERT B. DANCE, C. C.,

607 Madison street.

TOPEKA, May 12th, 1888.

EDITOR MONTHLY :—As it is again nearing the time when all articles for publication should be forwarded to the MONTHLY, I will endeavor to drop in a few words for the benefit of its readers, that is, to let them know that Division 179 still enjoys a prosperous existence. Of late we have been receiving applications for membership, and a number of new members have joined us, and there are others we would like to have follow their example. Division 179 held a very interesting special meeting April 29th, with a very large attendance. The meeting was called to order by Brother Ferbeck, the call of the meeting was read by Brother Capron. On motion of Brother Ramson, Brother Weidner was nominated temporary secretary, Brother Ferbeck nominated chairman, Brother Ramson I. S. and O. S. The license bill was ably discussed; a vote being taken there was 26 to 10 in favor of the bill. Some of our readers may like to hear from the A. T. & S. F. Business is not very rushing now. We expected a new time card on the 13th but it was burned. We are expecting one more passenger train, and that will give some of the extra men regular runs. Brother H. J. O'Brine is running passenger on the C. K. N., from Kansas City to Topeka. We noticed the masher, H. E. Griffin, on passenger again. (Fatty we knew you would be all right when grass came.) Brother Frank Detrick has returned from California looking well. Brother J. E. Corcoren is on the night run. Brother A. J. Reder and wife have gone to Toronto. Brother Covert was not up to our last regular meeting. Now Georgie, don't take that young lady up on Tenth street again until that new building is finished. Brother Benson lost a new set of buggy harness the other night. They say he is driving his fine trotter with a rope harness. Now don't get so angry, Bens. your harness will come back as soon as the man gets through with it. Brother H. R. Rice had three of his fingers pinched on the C. K. N., losing the first joint of one. I wish to say a few words in regard to conductor's salaries, and then I will say no more as I have already taken up much valuable space.

If there is any one class of railroad employes that does hard work for poor pay it is the conductors. Requiring a proficiency and accuracy, that in any branch of business could command a magnificent salary. The conductors wear themselves out for a bare living, and not a good living at that. The railroad companies at present seem to be working on monopoly principles. So far as this branch of the service is concerned, it appears to be trying to get the greatest possible amount of work for the least possible money. Anyone who will take the trouble to look up the statistics, will discover how penuriously the conductors are treated. Apart from a matter of right, such treatment is not policy, it is certain to lead to inefficient service. Efficient men hold their positions only as long as their patience is a matter of bread and butter. They are all the time looking out for something better, and at the first opportunity to improve their condition they resign. The men are overworked and necessarily their work is not done as well as it would be if the services required of them were commensurate with that performed by employes in ordinary mercantile pursuits. This is wrong—the railroad companies can afford to pay all employes well, and in so important a service as the conductors the salaries should be such that employes would work for promotion, and not be a lot of Micawbers, always waiting for something to turn up. They should be so well provided for that they would not want to leave the company's service, and would work

hard to remain in it, that is the only way to secure good service. The writer does not believe that the niggardliness of the company to the conductors is a matter of policy. It is in all probability the result of an oversight, or neglect, but we hope it will be righted speedily.

Yours in P. F.,
H. B.

COLS, Ohio, May 10, 1888.

EDITOR MONTHLY:—This division is pursuing the even tenor of its ways; caring for its sick and needy members, and initiating from two to four members each meeting. Our resources might be termed unlimited, as we are situated in the capitol of the great state of Ohio, with fourteen roads centering in here our territory is ample. We have never turned a deaf ear to any division who have sought our assistance in the way of help, the latch string hangs on the outside and a *Caed meiltee Failthe* is the greeting we extend to all. The boys on the Little Miami railroad surprised their train master, Mr. A. T. Lee, who has been in poor health for some time, by making up a purse of four hundred dollars placing it in bank, and giving him a check for the same. It is expected that as soon as he is able he will take a trip for his health hoping he may return in the full possession of the same.

Hollingsworth division counts among its members some of the oldest as well as the best conductors in the country. To begin with, there is Conductor Snively, who run a train "long fo de wa." Brother Snively is a hale and hearty gentleman, owing no doubt to long constitutional walks he takes down High street after supper. Then, there is Brother Morrell, who helped to build the Pan Handle road and ran the first passenger train from Pitts to Steubenville. Then comes Tom Neville, a conductor of twenty-three years standing, and Brother Kilburn can tell you how he run the gravel train twenty-two years ago on the M. & C. Delatus Soper is a twenty year man, and the posey of the dude division of the C. St. L. & P. Harry King is the well known President of the Conductors Accident Insurance, of the United States and Canadas. Brother Harry P. Feltrow, is the well known Grand Secretary, of the old Reliable Conductors Insurance, which is the oldest of its kind in existence. When he first began to run a train railroading was in its infancy, and the way they had of signaling from the rear to the front of the train was by a cord stretched over the top to the front man, who sat in what they called a gig top. It resembled a buggy top, and whenever they pulled the cord the front man would yell out "I just got a bite," then they would shut her off and ascertain what was wanted; his reminiscences of old times are amusing. Daniel Walt is a conductor of twenty years. Dan can tell you how he once started a subscription to buy train master Shepard, of the old Sheep Skin road, a new hat. Brother Gus Shipley, our genial secretary and treasurer, was picked out by the officials of the B. & O. to run a camp-meeting train to a colored camp-meeting at Barnesville during the war, Gus can come within one of telling how many blackberries to a quart that grow on the Barnesville grade. Brother John Edwards, 19 years; Eph. Conkle, 16 years; A. O. Hunter, 15 years; Jno. Mangan, 15 years; Cyrus Seegar, 13 years; Jas. Doty, 21 years; Mr. Shaw, 13 years; Ben. Wheeler, 12 years; and the number of men who have 10 year records are so numerous that space alone prevents their mention.

Standing in the Union depot, a close observer of human nature will notice that in starting out Jno. Mangan always puts his right foot on the first step of the coach, while Cyrus Seegar gets on with a hop step and jump. Dad Hunter always gets in the door of the postal car, and with his head over to one side, at an angle of 45 degrees, casts a wishful glance down High street. Ed Morrell is the great hand-shaker of the Pan Handle. Brother Ed Hughes, the Chesterfield of politeness, always backs out of the ladies coach, while Tom Kelly beats them all at helping off the ladies. John Harper is the boy who always wears a smile and Brother Austin Bullman carries a buckeye in his right hand vest pocket, Dan Walt is the smallest conductor, Brother Wheeler is the tallest while Brother A. S. Knapp is the most sarcastic, and Brother James Fletcher never rode on horse back or shot a gun off, and along side of him I now with pride stand Michael Angello Holland who never told a lie.

Yours in P. F.,
D. C.

BINGHAMPTON, N. Y., June 14th. 1888.

EDITOR MONTHLY :—While I am a firm believer in the truth of several of the old proverbs among others the one that says you "cannot touch pitch without being defiled," and I further believe that this same proverb applies with full force to the different assailants of the Order of Railway Conductors and its officers, still I think that we owe to ourselves and the readers of our MONTHLY, that we should not permit garbled statements of the expressions of members of the Order to stand uncontradicted, neither should we permit half told truths to convey a false impression. The June number of the Locomotive Engineer's Journal devotes considerable space to the Order and its officers in a puerile effort to counteract the effects of some truths told by our officers. This effort I do not deem worthy of attention, nor do I think it worth the while of any member of the Order to notice the falsehoods and contemptible slanders uttered by its correspondents, as well as by Mr. Arthur himself, but under the title of "What some Conductors Say" a falsehood is intentionally conveyed by telling only a part of the truth. In the pretense of quoting the remarks of Bro. Watkins on the report of the Grand Chief Conductor, it is intended to convey the idea that the speaker was in sympathy with the B. of L. E. and great care is taken to omit all that was said by him that would correct this impression. The Journal is very careful to omit that portion of the remarks which admitted the truth of the report, and also that the speaker used language in reference to the engineers that was fully as severe as anything said by any grand officer in their reports. I have no verbatim report of the debates but I distinctly remember a remark occurring in this same speech of Bro. Watkins, which was something as follows: No doubt that all that has been said in regard to engineers in this report is true; do you think I do not know what the engineer is as a species? The same is true of the remarks of Bros. Garrettson and Carpenter, as printed by the Journal; enough is omitted to convey an entirely different impression from that intended by the speakers. The remarks of Bro. Ransom, while as I recollect, they are given in the Journal as printed in the Toronto papers, are not as delivered in the Grand Division. The charge that the Grand Chief Conductor left the chair to defend his report, is utterly false and was not made in the Grand Division. The Grand Chief Conductor was placed on the floor and another placed in the chair by the Grand Division itself. Further there was not a member of the Grand Division that denied a single statement made by either grand officer, though repeatedly challenged to do so, while on the other hand a large majority of the members who opposed, acknowledged with Bros. Watkins and Coman, the truth of all that was said, but thought it "inexpedient" to tell the truth. Quoting from the Journal, "Bro. Watkins thought it unfair to condemn the engineers without giving them a chance to defend themselves." And right here is an important omission in the report of the Journal. Bro. Watkins argument was that it was unfair to condemn the engineers in any place where any but members of the Order would hear or know of it. One of his remarks was that "this discussion should be in secret session," that the reports of the grand officers should be kept within the membership of the Order and no one be permitted to know anything about it. Well, I think I have written enough to show the false intent of the article in question, and will stop as I consider both my own time and that of your readers, as well as the space in the MONTHLY to be too valuable to waste on this Journal, any further than to correct what every one present at Toronto knows to be incorrect.

PEACE AND HARMONY.

EDITORIAL.

THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor.*

E. H. BELKNAP,

W. P. DANIELS,

A. B. GARRETSON,

W. J. DURBIN, *Associate Editors*

TRAIN DISPATCHERS' CONVENTION.

The annual meeting of the Train Dispatchers' Association completed its two days session on Thursday, June 14th, having convened in the Masonic Temple theater, in the city of Louisville, on Tuesday, June 12th.

The Association was thoroughly reorganized. Mr. A. A. Zion, of Indiana, was elected president; Mr. W. H. Coppage, of Tennessee, was elected vice-president; E. J. Peabody, of Illinois, secretary and treasurer; C. S. Pasha, of Pennsylvania, H. H. Libbe, of Missouri, W. H. Groves, of Minnesota, and W. W. Polk, of Mississippi, executive committee. The name adopted was the Train Dispatchers' Association of America. The headquarters of the Association are to be in Chicago, Ill., where the offices of the secretary and treasurer are to be located. The secretary is to be placed on a salary at one hundred dollars a month. All Train Dispatchers over twenty-one years are to be eligible to membership. An employment bureau for the relief of unemployed members is to be established. The organization is made a mutual benefit association with the payment of a death benefit of \$1,000. The new association starts out with 70 members.

A committee was appointed to select topics for discussion at the next annual meeting, which will be held June next in the city of Indianapolis. The usual resolutions of thanks were adopted. The Train Dispatchers have made a good start and we wish them every success.

OUR ORDER.

Though many times recurred to in print by us there are those that have just been advised of the fact that our Order does not strike, and almost immediately they rush into print and condemn the Grand Officers particularly, and the Order generally, for the position taken. The Grand Officers are in no sense responsible for the platform of the Order, it is not a Wheaton or a Daniels idea, but the idea of the Order of Railway Conductors, and reasons enough have been given by the strike organizations themselves to convince almost any man that the Order idea is right. Mr. Powderly states plainly to the members of the K. of L., that the day of strikes are over, that the Knights will not support them. We have lately read the plea of other strike organizations reciting the fact that the strike had "caused the assembly of a large body of irresponsible persons who would, or did commit acts of violence &c., &c." We believe the truth was told in the complaint. There are bodies of irresponsible men in all communities that will assemble whenever opportunity offers, and make the existing state of affairs an excuse for any and all depredations. Farther than this, there are irresponsible men in all organizations, that make the above state of affairs a cover for depredations, which they chose to commit, the one laying them on the other. Who do the public hold responsible, and who are in fact responsible? The only answer is the party who inaugurated the strike.

There is no organization that dare assume this responsibility openly, on the contrary all try to shirk it and disclaim any connection therewith. Yet we have the strike and the outrages. On the opposite side we have no strike and peace, for it is likewise true, that when we have no strikes on hand the service is harmonious, and all run smoothly. Which is preferable, peace or war? We of the Order prefer peace, and in view of all the facts which have been so often shown us, we cannot see how men of intelligence can think of inaugurating measures that will give opportunity for acts that they will blush for were they laid at their door. Our lives are dear to us, and dear to every fellowman. How many of our fellowmen have lost their lives in the past five years chargeable directly to the strike? As we write there lays on our table a note, giving the names of four men that have committed suicide, owing to loss of place, reducing their families to want, and loss of homes partially paid for. Places can be found to-day, where little children are begging bread to keep from starving. Need you ask why an act is condemned that brings such fruit, and presents scenes like

this? It is not the thinking men in this country that desire or promote strikes, but the irresponsible ones egged on by agitators that are a disgrace to American civilization. They plead with, and excite the baser passion of men, doing their all to make them believe that they are unfairly treated, instigating in most cases a strike, that may result in riot and bloodshed, that they may reap a shower of gold from the already poor strikers. The only sympathy that stimulates them is their own pocket. We have many times been asked, can such men thrive? Literally subsisting on money drawn from the life blood of the poor. When! oh when, will the men who work learn to treat this class of leeches as they justly deserve. Many a lonely widow, many orphan children can lay their desolate condition at the door of these agitators, and they cannot escape the responsibility.

We are aware that the anti-strike platform is unpopular with all agitators, and know that we will as in past be assailed by them, but it will not in the least, change the views of the Order on the question. Anti-strike does not mean subserviency, by any manner of means. It means do right, and avoid the responsibilities touched on in this article. On the one hand we have "strike," which means loss of situation, loss of money, reputation, home and friends, and a responsibility for all kinds of uncalled for and illegal acts, from pulling a coupling pin to murder; On the other peace, our homes, situations, reputations, virtually in our own hands. Reader which would you prefer. For the Order? "Let us have peace."

Thursday morning a special to the Omaha *Republican* from Lincoln gave an account of the suicide of D. Van Buskirk, a bricklayer. The dispatch stated that Van Buskirk was a good workman, but he had been out of employment for several months and became despondent. The dispatch added that "he was a member of the union, and because of some work he did on the side he was called a 'scab' by some of his fellow workmen. This depressed him seriously. He could have got work in Omaha at good wages, if he had not been afraid of being called a scab. This fear kept him idle until everything, even to his wife's sewing machine, was sold out of the house. His wife went east about Christmas to visit her parents, and since then he had lived in the most abject poverty, months without coffee, or meat, or potatoes, and days without a fire."

Now comes a second chapter, and sad enough it is. Yesterday a letter came to Lincoln addressed to Van Buskirk. It was opened and

found to be from his wife, and dated at a town in Bradford county, Pennsylvania. When it was written her husband was still alive, and Mrs. Nan Buskirk informed him that she had found a place to work, and would leave her boy with her mother; inquired if he had found employment yet, and said she would send him half she had, which consisted of ten cents in money and a sheet of writing paper. When the letter reached Lincoln the poor fellow had been two days dead by his own act.

Van Buskirk was willing to work, and able to support a family; but he was sensitive, and, bound by the ties of the organization of which he was a member, he let his family suffer and took his own life.

The *Republican* knows of no better comment upon this sad tragedy than to repeat the question asked in these columns two or three days ago: Do men who organize strikes ever stop to think what a sacrifice they ask of men who have families when they call upon them to quit work? The man who loves his wife and children can know no deeper pang than that which wrings his heart when he sees them suffer want through any act of his. If he has the moral courage he will break the ties that bind him, and give his first allegiance to those to whom he owes it.

Members of strike organizations, this is only one of thousands of such cases that are continually being brought to public notice.—ED.

"WILL IT PAY?"

Our parents and leaders once taught us

By example motto and teaching,

Whatever life may have brought us,

Motives should allow no impeaching.

Integrity should be self paying

When conscience approves every day,

But now it goes without saying

Ere acting is asked "Will it pay?"

Good manners, outcome of good breeding,

Their presence who would them disguise?

Too many their claims are unheeding

Till their presence call forth our surprise.

Business man passes on the street

Stares coldly at you every day,

When as patron you him once meet

He is cordial because it "will pay."

Preachers, not always, yet often,

When eyeing some one in the pew,

With eloquence, think they can soften

The occupant in the place new.

If followed by shake of the hand

At close of the Sabbath day,

Since growth of the church have they planned

Ere greeting they ask, "Will it pay?"

Philanthropists know by their talk,

Scourging monopolists, greedy,

Perchance may meet in their walk

A monopolist victim, needy,

Who encouraged by their known creed

May ask them to keep hunger stay

With a pittance for his present needs

Meets refusal, because "it wont pay."

Lawyers, of course of repute,

Are anxious for triumph of right,

Ready to adjust a dispute,

When once "a retainer" they sight.

Wrong they will right, none wronging.

No honest proceeding will stay,

Take from no man his belonging

Without they first ask "Will it pay?"

Young ladies just out in society,

Fresh from their finishing school,

Learned in the rules of propriety,

Instructed to always "keep cool."

Admired by youths warm-blooded,

Who marriage propose right away,

Right well to "keep cool" have they studied,

Ere consenting first ask, "Will it pay?"

A new family comes for a neighbor,

Unknown what are their resources,

"If supported by commerce or labor,"

The burden of many discourses,

Whether wise to them cultivate,

Though living "just over the way,"

Wife and daughter long hesitate

Until they first learn "Will it pay?"

The world is so sordid and grasping,

Moving so much with a rush,

No wonder there is a rasping

Of impulses no one should hush,

When life is behind, not before us

And soon at rest we'll be laid

Ere forever the grave closes o'er us,

Wont we ask "if such things have paid?"

S. E. F.

LEGAL.

Edited by R. D. FISHER, Indianapolis, Ind.

Stop-over Ticket—Agents' Assurance—Ejection—In this action to recover damages occasioned by the wrongful ejection of a passenger, the evidence showed that plaintiff purchased a ticket at "A" from the ticket agent of the N. Y., Penn. & Ohio R'y Co., a "special limited," to P., via the E. W. P. & E. Northern Central and Penn. Railroads, the agent assuring the plaintiff that the ticket would permit him to stop off on route, for thirty-six hours at a place named, and that the ticket would be good over the roads named until midnight, of certain date, the margin of the ticket being punched to that date. After having stopped off as intended, the plaintiff attempted to resume his journey on the ticket, it having yet two days to run according to date; the conductor refused to honor it, and demanded fare over the Northern Central R'y, and on his refusal to pay he was ejected.

Held, Under the evidence, that the ticket was good for the attempted resumed passage, and that the companies were bound by the act of the agent at "A" who sold the ticket; and that the defendant company was operating the road on which the ejection occurred, and that the conductor who ejected him was its employee.

Judgment affirmed.

Young vs. Pennsylvania R'y Co., Pa. S. C. 1888.

NOTE—The new doctrine is, that railway companies are bound by the acts of their ticket agents. For a full discussion of the subject, see case of *Hufford vs. Grand Rapids R'y Co.*, No. 153 Dec. No Conductors' Monthly.

Conductor—Negligence of Agency Carrier—Liability—Plaintiff to this action charged that at her place of destination the train was not stopped long enough to enable her to leave it, but before she had sufficient time to get safely off the conductor signalled the train to move on, and the engineer obeying the signal, put the train in motion while she was still on the platform of the car; that after the train had started the conductor wilfully, carelessly, and improperly seized her, and without any fault on her part, wrenched her off the steps and jerked her to the ground, causing her to sustain bodily injury.

Held, That the complaint was good and the company liable for the tort of the conductor, as the facts alleged show that the conductor was acting within the line of his duty when he pulled the plaintiff from the train.

Held, That a conductor in charge of a train is the agent of the company so far as concerns the rights of passengers in alighting from the train, and for this wrongful act, resulting in injury to a passenger, the company is liable.

Louisville etc. Railway Co. vs. Woodland, Ind. S. C. Jan. 21, 1883.

Wrong End of Return Ticket—Refusal and Ejection—Damages—Action by plaintiff against defendant company for \$5,000 damages for the refusal of the

defendant's conductor to carry plaintiff on the wrong end of a return trip ticket. The conductor demanded pay which was refused, and he was put off the train at "M" and was compelled to walk a distance of twelve miles to his destination. Trial was had to a jury. The evidence was conflicting, but the jury returned a verdict in favor of plaintiff in the sum of \$1,000.

Bray vs. the Pennsylvania R'y Co., Morgan Co. (Ind.) C. C.

NOTE.—The case has been appealed to the Supreme Court wherein the company relies upon a reversal of the trial court's ruling.

Carriers—Of Passengers—Condition of Carriage—Waiver—In an action against a railroad for expulsion from a train, it appeared that plaintiff and his wife purchased limited tickets to Old Point, Va., and return; that such tickets, for the return trip, were not signed and stamped, in accordance with their conditions at Old Point, by the company's agent there, but by a party at Norfolk, Va. On their return the conductor on board the train of the defendant, after leaving Portsmouth, refused to receive the tickets of plaintiff and wife because they were not properly stamped, and demanded the regular fare which, to prevent expulsion, was paid. The evidence offered to prove that the person who signed and stamped the tickets at Norfolk was the authorized agent of the defendant company, was rejected by the trial judge, and judgment rendered for defendant, from which judgment plaintiff appealed.

Where a railroad company sold tickets conditioned by written contract, that the holders would present and sign them in person at a certain station for a return passage, but instead presented, and signed them in the presence of a regular authorized agent of the company at another station, who stamped them.

Held, That evidence that such party was an authorized agent of defendant was admissible to show that the company had waived the written condition by the acts of their agent who stamped the tickets after examining them, and the rejection of such evidence was error. Judgment reversed.

Taylor et ux vs. Seaborard & R. R. Co., N. C. S. C. Mar. 19, 1888.

Carrier of Passengers—Ejection—Damages—Liability of Company for Acts of Conductor.—Action to recover damages for an unlawful assault and ejection from a passenger car by the conductor in charge. From a judgment favorable to plaintiff the company appealed.

1. Where a passenger is rightfully in a railroad car, in the possession of a ticket entitling him to ride on that trip and train, and is deporting himself in a becoming and proper manner, and presents his ticket to the conductor when called upon therefor, but is informed by the conductor that his ticket will not be honored, because the time to ride thereon has expired, and that he must either leave the train or pay his fare, and, not having any money, he does not pay the fare demanded, and thereupon the conductor takes hold of his coat collar and leads him out of the car to the platform of the station; and when off the car a friend of his gives him money to pay the extra fare, and the conductor accepts the fare, and then permits him to ride to his destination.

Held, That even if the conductor acted in good faith, and in the honest belief that the passenger had no right to ride, upon the ticket he presented, he is entitled to recover from the railroad company the amount of the extra fare, paid by him with interest, and also actual compensation for the injury and indignity to which he was subjected.

Held, further, That if there was such a reckless indifference to the right

of the passenger as to establish gross negligence, amounting to wantonness on the part of the conductor, in examining the ticket presented by the passenger, and ejecting him from the car, he is also entitled to recover exemplary damages.

2. A conductor of a railway company represents the company in the discharge of his functions; and being in the line of his duty in collecting the fares, or taking up tickets, the company is liable for any abuse of his authority, whether of omission or commission. Affirmed.

Southern Kan. R'y Co. vs. Rice, Kans. S. C. Feb. 11, 1880.

Master and Servant—Liability of Master—Tort of Conductor—The obligation of a sleeping car company for injury to a stranger who enters the car for the purpose of asking the privilege of washing his hands, and is there wantonly and without provocation assaulted and beaten by the conductor of the car, is not governed by the principles regulating the liability of common carriers, under the contract of carriage, for like assaults committed by servants on their passengers.

Held, That the fact that the party injured was not a trespasser, but was lawfully on defendant's car, do not suffice to fix defendant's liability. Hence this wanton assault was entirely foreign to the functions of the conductor's employment, and the company cannot be held liable therefor.

Judgment for \$2,500 reversed and judgment ordered for defendant.

Williams vs. Pullman Palace Car Co., La. S. C. Feb. 13, 1888.

NOTE—A master is responsible for the wrongful acts of his servant, within the general scope of his authority, although he did not authorize the particular act. 20 Fed. Rep. 100. As to what acts of a servant are within the scope of his authority, so as to render his master liable for injuries resulting therefrom, see 8 N. E. Rep. 339. As to the criminal liability of the master for the illegal acts of the servant, see 8 N. E. Rep. 341.

Power of Conductor to Employ Brakeman—Injury of Passenger Acting as Such Without Authority—In an action for damages resulting to plaintiff's minor son by reason of an injury sustained while coupling cars at the invitation of the conductor to accompany his train for that purpose.

Held, 1. That a conductor in charge of a freight train has implied authority in such an emergency as the sickness of one of his brakemen, to employ a person to take his place.

2. But a railroad company is not liable for injuries to a passenger while acting as brakeman, under the orders of the conductor, whom he was under no obligation to obey, and by whom he was not employed for that purpose.

Propst vs. Georgia Pac. Ry. Co. Ala. S. C. Feb. 22, 1880.

Passenger—Ill Health—Reasonable Time to Get Off Train—Presumption—Gross Negligence—In an action to recover damages for injuries sustained by plaintiff, a person of frail, physical ability,

Held, 1. That railroad companies are presumed to know that persons in feeble health travel upon their trains, and must exercise care accordingly.

2. For injuries sustained by reason of the forcible running of a switch engine against a car from which plaintiff attempted to alight at defendant's station,

Held, That plaintiff was entitled to recover in the event that the collision occurred before he had reasonable time to alight.

3. In an action against defendant railroad company to recover damages for injuries, the evidence showed that a train stopped at a station and plaintiff used every effort to alight in proper time; that the conductor had gone off and left the passengers to take care of themselves, while the brakeman did nothing to warn those in charge of an approaching engine that its collision with the car might injure passengers.

Held, That these careless acts of the conductor and brakeman justified the court in submitting the question of gross negligence to the jury. Judgment for \$5,000. Affirmed.

East Line Ry. Co. vs. Rushing, Tex. S. C. Dec. 9, 1884.

Incompetent Conductor—Injury to Brakeman—Damages—1. When a railway company has in its employ an incompetent conductor, without exercising reasonable care in respect to his qualifications, and a brakeman is injured through the incompetency of such conductor, the railroad company is liable.

2. Damages may be recovered by such brakeman, not only for permanent injuries sustained, but for physical pain and mental suffering occasioned by the injury and endured while performing an act of courageous duty.

E. & T. H. Ry. Co. vs. Guyton, Ind. S. C. May 10, 1888.

NOTES OF CASES.

Colored Passengers—Discrimination Against—Inter-state Commerce Decision—Held, That "if separation of white and colored passengers is expedient for adequate reasons, such separation is not unlawful if the accommodations for colored passengers are in all respects equal to those for the white passengers paying the same fare." The petition asking for the establishment of first and second class rates for white and colored passenger respectively was denied.

Washington, Feb. 17, 1888.

Embezzlement—Pullman Conductors—Acquittal—Features of the Trial—In an action brought by the plaintiff company against the defendant, a late conductor and employee of plaintiff, for the embezzlement of the sum of \$4.00, tried before a criminal court jury wherein a verdict of acquittal, without prejudice, was returned, brought out the following shameful facts: That the Assistant Superintendent, Geo. Clark, issued an order prohibiting the attendance of Pullman conductors in the court room during the trial; he testified that he was required to issue the order by his superiors, and also acknowledged to having sent out of town two conductors who were wanted by the defense and upon whom service had not been made. The evidence showed that the object in attempting to keep the conductors away from the trial was that the company had to rely on the evidence of "spotters" to convict the defendant, and did not want its conductors to recognize its secret agents. One spotter was the son of a millionaire, another a well-dressed St. Louis blood. The order of the company had the effect to create a curiosity among its employees, and when the verdict was brought in the court room was crowded with conductors and employees who loudly congratulated the defendant upon his deserved acquittal.

Pullman Palace Car Co. vs. A. J. Carbery, Chicago, (Ill.) Crim. Court, Mar. 3, 1888.

NOTE—Carbery has since brought suit against the Pullman Car Company, and the American Surety Company, his prosecutors, for \$50,000 damages growing out of his arrest and restraint of his liberty, etc.

MENTIONS.

—Bro. William M. Legg has been appointed train master of the Panama railway.

—Brother T. I Furbeck, of Division No. 179, was in the city June 22d, and favored us with a call.

—Bro. Ragin of No. 148, for a long time in Florida, is again back among his old friends at Chattanooga.

—Bro. C. A. Burr, who has been on the sick list for the greater part of May, took his train again June 1st.

—The secretary of 43, desires the address of William Cobb and A. J. Clair. Will some brother please furnish it.

—Brother F. K. Meddaugh, of Number 143, is very proud of his new lantern. He says that it is the prettiest that he ever saw.

—Brother J. B. Judd of No. 9, has been taking a rest during the month, visiting friends in company with his wife, at Ithaca, N. Y.

—We have been notified of the resignation of Brother Owen, secretary of 108, who has left the railway service to engage in other business.

—The secretary of 117 desires the address of F. L. Gayle. When last heard from he was on the St. Louis, Iron Mountain & Southern railway.

—Bro. E. T. Morris has been confined to his home for some time on account of the sickness of his daughter. We hope soon to chronicle her recovery.

—M. S. Hoadly of Division No. 10, is now the general manager of Tioga Hotel, at Waverly, N. Y. We wish him every success in his new departure.

—The annual meeting of the Supreme Lodge of the Knights of Pythias of the U. S., closed a very successful meeting in the city of Cincinnati, June 16th.

—Bro. J. T. Marr, of Division 159, has accepted a position as conductor on the Panama railway. The MONTHLY wishes him success in his new position.

—Types have made us say in the sketch of Brother M. Ryan, that he was promoted to a freight train on the Long Island Railway, in 1869, and it ought to be 1865.

—Brother H. Hurty, of Hornsville, N. Y., severed his connection with the Page House on the first of June, through a dissolution of partnership, and is no longer a landlord.

—The correspondent from Division No. 148 reports that the annual picnic held by that division at Huntsville, Alabama, was a great success, everybody enjoying themselves nicely.

—Brothers Wilkinson, Secretary of Division No. 11, W. C. Cross, member of the Executive Committee, and W. H. Crossby of No. 33, were pleasant callers at the office during the month of June.

—We have just received the address of Brother Mead Stillwell, who has been appointed to the position of train master on the Missouri Pacific railway, with headquarters at Osawatomie, Kansas.

—Col. W. P. Woodward expressed himself well pleased with the Louisville Southern Railway, after his inspection tour over it. He was able to make very remarkable time over the new road.

—Bro. George Wright of Division No. 132, is Master of trains on the C. & O. railway. He is one of the charter members of Division No. 152, and his promotion to train mastership is a deserving one.

—Bro. J. H. McPartland of No. 33, was in the city June 12th and 14th but did not favor us with a call. John, don't you dare to do it again. We presume, however, it was on account of too much picnic.

—Mr. W. F. Witherbee, of Toledo, Ohio, delegate to the Yardmasters convention at Richmond was advised of the death of his father after his arrival there, and was obliged to return immediately home.

—Bro. S. A. Tisher, of Valley City Division No. 58, has been appointed train dispatcher and Superintendent of telegraph service on the Chicago, Iowa and Dakota railway with headquarters at Eldon, Iowa.

—We notice by our exchanges that the Iowa Falls drill corps were awarded the first prize at the State tournament at Clinton, Iowa, of the Iowa State Firemen's Association. Brother E. O. Soule of 58 is the captain.

—Brother C. M. Kishpaugh, for a number of years an employee of the Lehigh Valley company, has severed his connection with that company and is now employed in the state department at Harrisburgh, Penn.

—Brother C. C. Scott, of Elmira Division No. 9, has changed his location from Jersey City to Huntington, Ind., where he now occupies the position of train dispatcher. We wish him success in his new field of labor.

—Mrs. Harriet M. Hoke, of Clinton, Ill., desires to know the whereabouts of her son, William H. Hoke; when last heard from was at Austin, Minn. Any one knowing the whereabouts of this brother will please advise his mother.

—Bro. W. C. Butler, past C. C. of 152, now Deputy Grand Chief Conductor for the 8th District, has changed his place of employment having left his place on the Richmond and Danville, and taken a position on the Northwestern.

—Bro. J. H. White has been appointed train master of the Ft. Worth branch of the St. Louis, Arkansas and Texas railway. We are pleased to note that Bro. W. E. Benton has been promoted to a passenger conductorship on that line.

—Bro. A. S. Ostrander has been deputised to organize a division at Worcester, Mass. He has informed me that he has fixed the date of June 24th for the organization. All divisions in the neighborhood have been invited to be present.

—We are in receipt of a very neat invitation reciting the fact that Algona Division No. 225 hold their first annual ball at Mulligan Hall, Chapleau St., Toronto, Ont., on Thursday evening, July 5th. We hope they will have an enjoyable time.

—We are in receipt of a neat invitation card to be present at the first annual ball of Corn- ing Division 176, to be held on May 3rd. We are advised by letter that the division had a very enjoyable time. We regret that we could not be present.

—Lookout Division, No. 148, has again been called to drape its charter, on account of the loss of Bro. W. A. Henderson. Bro. Henderson was buried on May 8th, by Division No. 148. During his lifetime he was employed by the Alabama and Great Southern railway.

—Brother John R. Sparks, who will be remembered as attendant at the former Grand Division and delegate from Number 108 at Toronto, has been elected secretary and treasurer of 108, vice brother Owen resigned. Brother Sparks is located at Algiers, Louisiana.

—We are under obligations to the Chicago *Sunday National* (Carl Pretzel's paper), for an excellent portrait of Bro. Kilpatrick which will appear in the MONTHLY for August. By the way those of our readers who are at all interested in secret societies should read the *National*.

—We have received a neat invitation card announcing that the railway conductors at Horton, Kansas, will give their fifth annual ball on June 22d, 1888, at Kemper's Opera House. We would like very much to be present, but business prevents. We wish you a very pleasant time.

—Brother J. B. W. Johnson, Deputy Grand Chief Conductor, had pleasant meetings with Divisions 69, 85, 111 and 115, and expected to organize a division at San Bernardino, Cal., and arrest the charter of 116, which has not been holding meetings for over a year, during the month.

—Brother Caton, of Valley City Division No. 58, who has been confined to his home for the past month by rheumatism, is again able to be out and has taken his train. It is reported that he is to remove his residence, and take up his home in Waverly, Iowa, the Sunday terminus of his run.

—Captain H. M. Butler, station Master of the Penn. R'y, at Pittsburg, Pa., was elected Chairman of the Board of Directors of the Yardmasters Mutual Benefit Association, at their late annual meeting. The Captain is one of the best and will ably assist President Campbell in his work.

—Mr. J. E. Hannegan, General Passenger Agent for the B., C. R. & N., was called to mourn the death of his young and estimable wife, on June 13th. This is a very sad blow to Mr. Hannegan they having been married less than two years. The MONTHLY extends its sincere sympathy.

—Bro. C. R. Hammond has the following copies of the MONTHLY which he is willing to dispose of to any who may desire to purchase. Six copies of the year 1885, all of the year 1886 except August, all of the year 1887. Any who are desirous of completing their files can do so by writing Bro. Hammond.

—The annual meeting of the Board of Directors, of the Order of Railway Conductors, will be held in the Director's room at the general office, Cedar Rapids, Iowa, on Tuesday, July 11th, at one o'clock p. m. Anyone having matters to lay before the Board will do well to have their papers here before that date.

—All smokers smoke the Grand Chief cigar, manufactured by Bravo & Keyes, at Binghamton, New York. This popular cigar is increasing in favor every day. We are informed by conversation with dealers, that their orders have increased over fifty per cent in the last sixty days. They are the best in the market. Give them a trial.

—We are in receipt of a neat card reciting that Brother George Lockridge, of Creston, Iowa, and Emma N. Ponte, of Corning, Iowa, were married at four o'clock on Sunday, May 7th. Brother Lockridge was a delegate at the 20th annual session and was accompanied by the lady in question. We ask their pardon for delay in the announcement.

—Brother R. L. Willard, of Division No. 40, delegate to the twentieth annual session of the Grand Division, has changed his location and emigrated to Ohio, to grow up with the country. Brother Willard is just the kind to come to the front, and we should not be surprised at some future day to see him recorded as prominently as some other Ohio men.

—We trust we may be pardoned in our natural pride to mention the fact that Miss Jessie M. Wheaton received the first prize for application, first for regularity of attendance, second for conduct, arithmetic, and English composition, and third for penmanship, at the closing exercises of the year at the academy of "Our Lady of the Angels," in Elmira, N. Y.

—We are pleased to note the election of J. C. Campbell, of Derry Division 144, as President of the Yardmasters Mutual Benefit Association, at their recent annual meeting in Richmond, Va. Brother Campbell was formerly president of this association for three years, and under his care the association became prominent among railway associations, and we have faith in his ability to regain the ground lost in the last year.

—Hart & Duff, of St. Louis, write us under date of June 20th, that their business was never so heavy as just at present. People are beginning to appreciate their conditions and the goods that they furnish. They are No. 1 in every particular. Any one desiring to use anything in their line will find it to their advantage to order of them, and give them a trial. We are sure that having once tried they will not be willing to change.

—The hotel at Grove Springs is one of the most pleasant resorts in the State of New York, located on Lake Keokuk, only a short distance from Penn Yan, N. Y. The hotel is to be under the proprietorship and management of Homer F. Gage, formerly of Rochester N. Y., We know Mr. Gage personally and know him to be a thorough hotel man. Any one who desires to take a week or two of rest and vacation cannot find a better place.

—Brother H. W. Adkins, secretary of 89, would like the addresses of Brother John Cornwall, last heard from at Marshall, Texas; C. F. Goodrich, last heard from at Navasota, Texas; E. A. Horan, last heard from at Longview, Texas; David McNutt, last heard from at Marshall, Illinois, and W. D. Wilcox. Any member knowing the whereabouts of these brothers, will please advise Brother Adkins, as it is important that he reach them.

—One of the neatest little calendars that we have seen, is that just received from J. S. Townsend and it will be sent to any of our readers who will send their address to him, with a one cent stamp to pay return postage. Mr. Townsend is one of the reliable jewelers of Chicago, and anyone in need of anything in his line, will do well to write him. Note particularly his advertisement in regard to watches. Address 1554 Wabash avenue, Chicago.

—Division No. 46 instituted a raffle for a piano, to assist the family of Bro. Thomas Halligan of Milwaukee. The holder of the lucky number was Mr. W. H. Thurston, who, when notified that he had drawn the piano, wrote as follows: "I will, on behalf of the conductors, denote the piano to the unfortunate family, which I hope will help them bridge over some of the unfortunate occurrences that have lately befallen them." It was certainly a very graceful act for Mr. Thurston, the proceeds of the raffle being about \$400.00.

—We have been notified through the kindness of Bro. E. A. Sadd of the death of Mr. Frederick Avery, who has been a prominent figure in railway service for a number of years. He was born in Rochester, N. Y., August 9, 1830, entered the service of the Erie and Kalamazoo railway in the capacity of fireman when about 17 years of age, and from that time on till the day of his death was almost constantly employed either as locomotive engineer or conductor, and at the time of his death was one of the oldest employees in the service of the Lake Shore and Michigan Southern railway, having been in constant railway service for about 34 years.

—We have been favored with a clipping from a Rochester paper, in which we notice that our genial friend and worthy Brother Millard, has been appointed superintendent of the Lake Ontario Steamboat company, and has taken active charge of the arrangements for the season of '88. He has instituted several improvements in the steamer Sylvan Stream and she is now making her regular trip between Charlotte and Thousand Island Park. The steamers Charlotte, City of Rochester and Loraine have been given a thorough renovating and will take their places on their respective lines about the first of July. We wish the Commodore every success in his new position.

—Few magazines have presented a more attractive table of contents for the Easter Month than *The Woman's Magazine*, of Battleboro, Vt. Three full page engravings—"Moss Types" of fine workmanship, are "A Cluster of Easter Lilies,"—a little child about three years old, holding a spray of lilies over her head, a portrait of the editor of the magazine, and Mrs. Eva Munson Smith, the Compiler of "Women in Sacred Song." There is a singularly sweet poem by Mrs. Housh, to illustrate the first, and a full and appreciative biographical sketch of Mrs. Smith. The children are remembered amid the profusion of stories and practical articles, by two pages of stories prettily illustrated. The Easter number and one back number sent for ten cents.

—The *July Century* is to contain another article in the series which the Rev. D. Buckley, the editor of *The Christian Advocate*, has been for some time past contributing occasionally to that periodical. It is entitled "Dreams, Nightmares, and Somnambulism." It will contain a chapter on "Mysterious Dreams Analyzed." "Disease Germs and how to Combat Them." It will be accompanied by a frontispiece portrait of Pasteur, who has made disinfection and fermentation a longer study than hydrophobia, although it is with the latter that his name is more intimately associated in the public mind. George Kennan's next Siberian paper will be called "The Steppes of the Irtysh," and it will include an account of a long ride in an out-of-the-way part of Siberia, among the Kirghis and the Tartars. The reunion at Gettysburg will be remembered by the publication of a short article descriptive of the reunions of the Blue and the Gray which have taken place within the last few years. A poem by an ex-confederate soldier, entitled "The High Tide at Gettysburg," will be printed in this number.

—We notice by one of our exchanges that great excitement was caused in the village of Freeland, Penn., a short time ago by the action of sheriff Prescott of Luzerne County, who served writs upon nearly every merchant in town to answer a charge of conspiracy. The complainant is George E. Hill, son of Charles F. Hill, a well known real-estate man of this place. Mr. Hill was manager of the Freeman Gas Company's electric light plant. During the recent strike in this region the Knights of Labor assembly of Freeland, asked the business men of the county to boycott the electric company unless they discharged Hill, against whom they had a grievance on account of his having been employed as a coal and iron policeman at Perth Amboy, during the coal heaver's strike about two years ago. A notice to this effect signed by nearly all the business men was sent to the gas company last November, and in consequence Hill was discharged. He now brings suit in Luzerne county court, against the signers of the notice to recover damages. The case promises to be one of the most interesting as it is one of the most important ever tried in the anthracite region, where boycotts of this kind have been very frequent.

—The electric railway will be a great improvement, it is claimed, over the former method of street travel. Its successful introduction in this city seems to be assured. Almost every good thing, however, has some drawback, and the influence exerted by the electric motors over the watches of the passengers riding in the cars must be viewed with uneasiness. There will be a disposition to take seats near the rear door of the cars, and thus endeavor to avoid the dangerous influence. "It will be manifestly difficult, however, to keep a watch outside the danger line, for the electrical field is of considerable extent. After a watch has become influenced, the jeweller is called upon to demagnetize the parts that have become affected. The cure is affected only after the harm is done. Prevention is better than cure, and it is certainly wiser to keep the "watch blight" from getting in than to devise ways of getting it out. Mr. C. A. Paillard, of Geneva Switzerland, conceived the idea of using a non-magnetizable material for the parts of the watch that are thus constantly causing trouble, and after fourteen years' experimenting arrived at a satisfactory substitute for the metals ordinarily used for the balances and springs. This alloy of palladium is used for the compensation balance and hair spring in the non-magnetic watch only. This watch compares favorably with other watches in finish, and is no higher in price than those of similar quality without these improvements.—*N. Y. Tribune, June 9, 1888*

—We have before us the initial number of *America*, published by the American Publishing company, of Chicago, and from its appearance we are inclined to the opinion that it will soon find its way to numerous American firesides. In their prospectus, the publishers say that *America* is to be a journal of to-day, devoted to the advancement of distinctly American ideas and the strengthening and preservg of American institutions. That certainly is a platform that will appeal directly to thousands and tens of thousands of the enlightened readers of the United States. *America* claims entire independence and freedom from party affiliations, but will support the right as it sees it, without fear or favor, urging the necessity of preserving the ballot from the "contaminating influence of foreign ignorance, prejudice and vice," and will advocate legislation that will exclude all who do not come to our land with a purpose of becoming citizens. It announces its intention to discuss the "tariff question" from the text that the present tariff should be revised in the interests, not exactly of "free" but of "fair trade," offering "protection" to such industries as need (?) protection; the reduction of the surplus by economic measures based on tariff revision and expenditures for national purposes.

It announces as contributors Hon. Wm. B. Allison, Hon. S. M. Cullom, Admiral Porter, Gen. Adam Badeau, Julian Hawthorn, Gen. Greeley, Hon. Theodore Roosevelt, T. V. Powderly, Col. Fred Grant and others noted in our day and age.

No. 1 has an article on American Patriotism, by Seth Low, a poem by James Russell Lowell, one by Eugene Feld, the first installment of a novel by Frank B. Stockton and numerous other good things that will repay a perusal.

Its subscription price is \$3.50 per annum and it is issued every Saturday. Single copies 10 cent; address *America*, 180 Monroe St. Chicago.

—We have been kindly furnished with the following detailed statement of the number of cars of livestock received at the Union Stock Yards, Chicago, for the month of April for the last three years, as follows:

	C. & A.	C., M. & St. P.	C. & N. W.	C., R. I. & P.	C., B. & Q.
April, 1886,	1322	1434	2687	2150	4331
April, 1887,	1582	1449	2685	1576	3620
April, 1888,	1451	1839	2849	2408	4348

The aggregate number of cars received in the Union Stock Yards during the month of April and handled by the respective roads as follows:

April	CARS	C. & A.	C., M. & St. P.	C. & N. W.	C., R. I. & P.	C., B. & Q.
1886	12224	109 per cent.	118 per cent.	218 per cent.	175 per cent.	379 per cent
1887	10912	145 per cent.	132 per cent.	247 per cent.	145 per cent.	331 per cent
1888	12895	113 per cent.	143 per cent.	220 per cent.	185 per cent.	338 per cent

The Alton showed a gain in 1887 over 1886 of 36 per cent., and a loss in 1888 over 1887 of 32 per cent. The Milwaukee showing a gain in 1887 over 1886 of 14 per cent., and a gain in 1888 over 1887 of 10 per cent. The Northwestern showing a gain in 1887 over 1886 of 29 per cent., and a loss in 1888 over 1887 of 37 per cent. The Rock Island showing a loss in 1887 over 1886 of 30 per cent., and a gain in 1888 over 1887 of 40 per cent. The C., B. & Q. showing a loss in 1887 over 1886 of 48 per cent., and a gain in 1888 over 1887 of 7 per cent. It will be seen by the above figures that the average was nearly 145 cars per day for the month of April. We are also informed that this stock was delivered more promptly than on any previous occasion in the history of the company, the runs being made from Council Bluffs to Chicago in many instances faster than the regular passenger schedules. There is a volume in the above for those who have been advertising the C., B. & Q. as not transacting any business. The above figures are furnished from a reliable source and are absolutely correct.

—The annual meeting of the Yardmasters Mutual Beneficial Association held its 14th annual session in the Broad street Opera House, Richmond, Va., on June 13th and 14th. The following were registered at Ford's Hotel, which was the headquarters for the association during their stay. Messrs. O. Vebber, Milwaukee; J. C. Finch, Leavenworth, Kan.; E. Robert Rosser, Evansville, Ind.; E. B. Johnson, Algiers, La.; J. W. Fletcher, Detroit; C. H. Willard, Detroit; J. W. Proctor, Detroit; James Gordon, Trenton, N. J.; C. A. McAlpine, Mansfield, Mass.; William Blow, Windsor, Ont.; H. M. Butler, Pittsburgh, Pa.; G. M. Hugo, Pittsburgh; G. M. Anderson, Altoona, Pa.; J. M. Thompson, Philadelphia; C. H. Cantwell, Wilmington, Del.; Charles Howard, Philadelphia; Charles C. Weaver, Harrisburg, Pa.; H. S. Decker, Harrisburg; J. C. Campbell, Derry, Pa.; James McAleer, Pittsburgh, Pa.; William Baird, Philadelphia; L. H. Smith, Philadelphia; J. M. McJankin, Blairsville, Pa.; Simon Kelly, Weehawken, N. J.; W. J. Knight, Delaware, O.; Charles Fox, Toledo, O.; Edwin Adams, Hannibal, Mo.; Henry Miller, Hannibal, Mo.; W. F. Witherbee, Toledo, O.; N. G. Gillette, Toledo, O.; W. F. W. Burns, Columbus, O.; J. A. Tallis, Windsor, Ont.; J. H. P. Chamberlain, Columbus, O.; F. P. DeLong, Alliance, O.; W. D. Herrington, Cleveland, O.; Peter L. Lythall, Cleveland, O.; J. H. Heilman, Cleveland, O.; R. J. Keith, Chatanooga, Tenn.; J. J. Bresnahan, Denver, Col.; E. S. Fairbanks, Atlanta, Ga.; M. Carson, Kansas City, Mo.; William Morris, Antigo; J. Reilly, Antigo; L. M. Firmer, Kansas City, Mo.; George Bradshaw, Kansas City, Mo.; G. W. Wood, Chicon, Kan.; F. A. Raynor, Atchison, Kan.; E. Hyde, Atchison, Kan.; C. T. Bell, Cincinnati, O.; William Stevenson, Danville, Ill.; M. A. Courtney, Danville, Ill.; Geo. McCutchan, Indianapolis, Ind.; P. Callahan, Cincinnati, O.; F. C. Tinsley, Atlanta, Ga.; A. G. Guion, La Fayette, Ind.; J. Q. Hicks, Indianapolis, Ind.; R. T. Marshall, Cincinnati, O.; Robert Morrow, Pittsburgh, Pa.; E. S. Kennedy, Pittsburgh, Pa.; L. J. Cummings, Leadville, Col.; J. O. Wheeler, Nashville, Tenn.; Joseph Sanger, Indianapolis, Ind.; W. A. Reynolds, Hastings, Neb.; Charles E. Cherolet, St. Cloud, Minn.; John L. Owens, Burlington, Iowa; J. E. Kepler, East Hartford, Conn.; George W. Chipman, Chicago, Ill.; G. E. Saunders, Minneapolis; H. R. Hopkins, Chicago; W. C. Neagle, Allegheny, Pa.; W. J. Walpole, Colorado; W. T. Preston, East Saginaw, Mich.; B. W. Murphy, Chicago, Ill.; O. C. McKinn, Des Moines, Iowa; John W. Smith, Chandron, Neb.; J. M. Glunt, Minneapolis. Owing to the death of President Carter and Vice-president Gresham, Mr. William Bow, of Windsor, Ont., was called to preside. He presented a very nice address which was well received by the membership. The following officers were elected for the ensuing year: President, J. C. Campbell, Derry, Pa.; First Vice-President, H. S. Teall, Milwaukee, Wis.; Second Vice-President E. S. Fairbanks, Atlanta, Ga.; Corresponding Secretary, S. L. Newmeyer, Derry, Pa.; Sergeant-at-Arms, J. B. Wheeler, Nashville, Tenn. Executive Committee—H. S. Butler, Pittsburgh, Pa.; Edwin Adams, Hannibal, Mo.; W. J. Carson, Kansas City, Mo.; J. E. Kepler, Hartford, Conn.; James Gordon, Trenton, N. J.; Henry McKinney, Louisville, Ky.; G. F. David, Indianapolis. The next annual meeting will be held in San Antonio, Texas.

OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

56 Third Avenue,

CERT. NO.

Cedar Rapids, Iowa, July 1, 1888.

NOTICE OF ASSESSMENTS NOS. 122, 123 and 124.

Due immediately and Membership forfeited if not paid before Aug. 31 1888.

BENEFITS PAID

Ass't No.	Ben No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
116	165	Ella Quick	Death.	M. Quick	Accident	June 23	1290	52
117	166	M. F. Murphy	Death.	J. H. Murphy	Accident	June 23	2438	211
118	167	Mary J. Orr	Death.	H. W. Orr	Gastritis	June 30	731	73

Owing to slow payments by members, no benefits have been paid from the surplus this month but there is nearly enough on hand to pay one and it is likely that enough will be received on the above assessments to pay another. Claim of Jno. H. Curtis for disability and for deaths of M. Harlihea and Wm. J. Sturgeon will be paid from surplus.

ASSESSMENTS.

Ass't No.	TO BE PAID TO	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
122	Children	Death.	W. B. Kaywood	Apoplexy	Mar. 7	3403	137
123	Jennie E. Chase	Death.	Chas E Chase	Pneumonia	Mar. 7	528	6
124	Sarah E. Hinett	Death.	Jas. Hinett	Accident	Mar. 16	222	198

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. P. DANIELS, Treasurer

Total amount of benefits paid since organization, \$812,723.00. There are now 4,750 members, of whom 4,625 are assessed for No. 122, 4,625 for 123, 4,630 for 124, — 98 forfeited by non-payment of assessments Nos. 113, 114 and 115. A copy of this notice is sent to each Division Secretary.

In Memoriam.

Merritt—At a regular meeting of Oatley Division No. 102 O. R. C., the following resolutions were adopted:

WHEREAS, The Grand Chief Conductor of the universe has seen fit to call from our midst the beloved wife of Bro. George Merritt, conductor on the Grand Rapids & Indiana Railroad, of this city,

Resolved, That our heartfelt sympathies are tendered Bro. Merritt in his deep affliction, hoping that he will find consolation in the thought that the deceased had always proved a true and loving wife and mother, and by her many acts of kindness she had endeared herself to all who knew her. That though gone from earth her memory will be cherished by all who knew her.

Resolved, That a copy of the above resolutions be sent to the MONTHLY for publication, and a copy sent Bro. Merritt.

BY ORDER OF OATLEY DIVISION 102,

Muckenfuss—T. C. died on May 14, 1888, at his home in Jacksonville, Fla., after a lingering illness. T. C. Muckenfuss, a member of St. John's Division No. 186, O. R. C.

At a special meeting of St. John's Division No. 186, held Sunday afternoon, May 27, the following preamble and resolutions were unanimously adopted:

WHEREAS, The Grand Chief Conductor of the universe, in His infinite wisdom, has removed from our midst our beloved brother, T. C. Muckenfuss,

WHEREAS, In the death of Brother Muckenfuss this Division loses one of its most worthy members, and the Order one of its most faithful brothers, therefore be it

Resolved, That we extend to his bereaved family our heartfelt sympathies, and that we offer them our aid in any way possible.

Resolved, That each and every member of this Division wear a badge of crape, and our charter be draped in mourning for thirty days.

Resolved, That a copy of these resolutions be forwarded to the family of our deceased brother, and also a copy to the RAILWAY CONDUCTORS' MONTHLY for publication.

GEO. MARCHMONT,
G. T. MAUGH,
W. E. Lloyd,
Committee.

Stebbins—The funeral services of Conductor Chas. H. Stebbins, killed in the railroad accident near Willimantic, were held yesterday afternoon at the residence of his father in Cheshire. A large delegation from New Haven Division No. 201, Order of Railway Conductors, of which the deceased was a member, accompanied the remains from New Haven on the 11 o'clock train. Past Chief Conductor H. S. Beers and the following named conductors of "201" constituted the delegation: Chief Conductor W. S. Pardee, Assistant Chief Conductor S. H. Clark, Senior Conductor John Gallagher, Junior Conductor Chas. R. Neale, Outside Sentinel John Carroll, and Conductors Hermaner, Kenyon, Thomas, Dade, Lafayette, Edward Bradley, Hubbard, Dunbar, Tuck, Ellsworth, Wall, Cole, Fahy, Nottingham and Doody. W. B. Dailey represented Division No. 198, New Haven Division No. 79, Order of Railway Telegraphers, was represented by E. L. Smith and H. A. Ives, and New Haven Division of Locomotive Engineers by Master Mechanic George Fox and Engineers G. A. Allen and E. J. Kinnery. The services at the house, of a very impressive character, were conducted by the Rev. E. C. Baldwin, and at the grave by Temple Lodge No. 16, Free and Accepted Masons. The Worshipful Master, C. B. Terrell, performed the services in a very affecting and impressive manner. Grand Master Mix, of the state of Connecticut was present.

A massive floral pillow composed of the choicest flowers and inscribed "Our Brother" was presented by the Order of Railway Conductors, a magnificent mounted wreath three feet high by the Order of Railway Telegraphers, and a beautiful design by the Masons of Temple Lodge. At the conclusion of the services at the grave the representatives of the several bodies from abroad were escorted to the town hall, where a fair of the Village Improvement society was in progress, by the members of temple lodge, and provided with refreshments.—New Haven Journal and Courier.

Duffey—This strange slipping away from life of which we know so little, and of which alas we know so much! The angel of death has spread his wings over the happy home of Bro. John C. Duffey, of this city, and claimed the pure soul of their sweet and beautiful child, Willie, on the 17th inst. Little Willie had passed nine summers with his fond parents, the light of their household, and the joy of their hearts. Oh, how heavy the trials when they were called upon to yield him up to the cold embrace of death. His fair young life was put out by that dreadful disease erysipelas, that has so often taken to the dark valley of the fell destroyer, so many little ones, who were the cherished and idolized pets of their parents. He bore his sufferings triumphantly, and without a murmur. Submitted to the treatment necessary for that almost incurable disease. His case was a most distressing one, yet like a little hero he suffered uncomplainingly, and assisted his nurse in carrying out the physicians instructions. He died peacefully and gently, his infant spirit passing away and upward borne by

Gods ministers of love,
To his parents above.

The buds were blooming thick and fast, by the window of the dying child, a fit type of natures bloom. But as earth shall again be revived with the life and beauty of summer, so shall he rise again to dwell amid the vernal bloom of eternity, in the sunshine of Gods love shall the little darling rest, waiting the resurrection morn.

Stricken parents take comfort, for though your dear child cannot return to you, yet, it is only a little while and you shall go to him, where nothing shall ever disturb that blissful reunion in the abode of everlasting peace. Therefore be it

Resolved, That the heartfelt sympathy of the members of this division be extended to Bro. John C. Duffey and family, in this their sad bereavement. And be it further

Resolved, That these resolutions be spread upon the minutes of the meeting and published in the Grafton paper, and Railway Conductors' MONTHLY, and a copy forwarded to the bereaved family.

THOS. S. FLAMAGAN,
Z. C. MARTIN,
J. M. KEAN.
Committee.

Moore—We have to announce the death of Mrs. Edward Moore, daughter of Mr. James Betcome, of this place, which occurred last Saturday at his residence. Mrs. Moore had been visiting her parents preparatory to leaving for Jackson City, where her husband had charge of a passenger train. He left her in fair health the Sunday before last, and the next time he saw her she was cold in death. She was taken down with acute inflammation and passed away on Saturday morning. Mr. Moore having been telegraphed for, arrived Saturday night. Much sympathy is felt for the bereaved husband and relatives. The funeral took place on Monday, service being held in the Presbyterian church and thence to the Cottam cemetery. The following resolutions of condolence were tendered to Mr. E. Moore, by the Union Division No. 13, Order of Railway Conductors:

St. Thomas, Ont., May 20, 1888.—Mrs. Edna E. Moore died after a very brief illness at Essex Center, Ont., the beloved wife of Bro. Ed. Moore, of Union Division, No. 13. At the regular meeting of Union Division No. 13, May 20th, the following committee were appointed to attend the funeral and prepare the following resolutions:

WHEREAS, God in His infinite wisdom has seen fit to suddenly remove from our midst the beloved wife of our worthy brother,

Resolved, That while we recognize the inscrutable wisdom of God, we do not the less mourn with our brother in his affliction, and extend to Bro. Moore our heartfelt sympathy and condolence in this the hour of his great sorrow and bereavement.

Resolved, That a copy of these resolutions be given to Bro. Moore, and also published in the CONDUCTORS' MONTHLY. signed,

A. ELLERBY,
GEO. GILLESPIE,
THOS. CAHILL,
W. A. DYELL,
Committee.

There was also a very kind letter from Mr. J. B. Morford, M. C. R. Superintendent, St. Thomas, sending sincere sympathy and condolence to Mr. Moore.

Blythe—Died, March 26, 1888, Eddie Richardson Blythe, aged 7 months and 9 days, little son of Conductor B. F. Blythe, Secretary of Queen City Division No. 69 Sedalia, Mo.

Also at Clifton, Mo., April 73, 1888, Mr. Wm Blythe, aged 68 years and 15 days, father of Conductor B. F. Blythe.

Bro Blythe and family have the sympathy not only of the brothers of No. 60, but the community at large, in this their hour of affliction and sorrow.

Sedalia, Mo., May 21, 1888.

OH EX PR.

TO THE MEMORY OF LITTLE EDDIE R. BLYTHE.

A fair white bud peeped out one day,
Out of its velvety bed,
It gazed for a while on this wicked world,
Then drawing back it said:
"I'll only stay here long enough
To spread a fragrance sweet,
I'll save my grand, full blooming
To lay at Jesus' feet."

I'm glad our rare, sweet blossom,
Went up to heaven to bloom,
Though earth without its fragrance,
Seems naught but grief and gloom.
It might have met some ruthless hand,
At best grown "brown and sere,"
It might have been so rudely crushed
If it had tarried here.

I'm glad our snowy blossom
Blooms full in heaven's sod,
The sweetness of its fragrance
Will draw our hearts to God.
Since God saw fit to take it,
Into His garden fair,
I'm glad our white bud blossoms,
Under his loving care.

With Love and Sympathy from

SISTER ANNA R. O'NEILL, St. Louis.

Server—The following action was taken by El Paso Division No. 69, Order Railway Conductors, regarding the sad death of their brother conductor, C. T. Server, who fell by the hand of Sam Taylor, at Valentine, last Saturday evening, while on duty and in charge of his train—publication requested in the Herald.

ORDER OF RAILWAY CONDUCTORS, EL PASO DIVISION NO. 69.—El Paso, May 2, 1888.—At a special meeting of the Order of Railway Conductors of El Paso Division No. 69, held at their hall in El Paso, May 2nd, 1888, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has seemed good to the Ruler of the universe to remove from among us our beloved friend and brother, C. T. Server, therefore, in view of the loss we have sustained and the still heavier loss occasioned to his respected relatives, be it

Resolved, That we sincerely sympathize with the relatives and near friends of our late brother and associate, and we respectfully commend them for consolation to that divine power which, though sometimes inscrutable in its dispensations, yet doeth all things well, feeling sure that to them, as to us, there is comfort in knowing that the deceased was not only honorable and manly in all respects, but was also a devoted and consistent Christian.

Resolved, That in token of our sorrow at the death of our brother, the Division rooms be draped in mourning for a period of thirty days.

Resolved, That the Secretary of this Division be instructed to send a copy of these resolutions to the family of the deceased, and that the same be spread on the minutes of the Division, as a testimonial of our grief and sympathy.

A. C. HOBART, C. C.
A. W. SPENCER, S. & T.
M. L. MEVIS, S. C.
J. J. SULLIVAN, J. C.
A. F. FIELDS, I. S.
W. MCPHIE, O. S.

Henickie—Conductor Hank. G. Henickie who was injured in a wreck April 18th, near Pattsboro. on Ft. Worth Division, M. K. & T. R'y., died at Ft. Worth, April 15th 7:50 P. M., living but eight hours after amputation of his right leg which was broken by jumping off top of caboose, which was de alled with another car on approaching a bridge. His leap was about thirty-five feet. Caboose turning over and falling off the bridge, very nearly catching him.

G. W. Oliver, his near breakman, was in the caboose and sustained injuries slight which will confine him to the hospital for several days.

The courteous treatment of the officials furnished a special train to remove the patients from their homes to the Company's Hospital.

The kind attention of Drs. Volken and Acheson, speaks volumes for them and they will long be remembered.

Mrs. Sadie Henickie and his little son attended Conductor Henickie through his trying ordeal until the last.

Conductor Knowlton and Loomis were in charge and brought the remains to Denison for burial, which took place from the family residence, at 8 o'clock, P. M., the 16th.

Special services being conducted by Rev. Dr. Tyne, of the Baptist Church, and those of the Order at the grave. Bro. Garretson acting as Chaplin.

Conductor Henickie held policy No. 250, and this leaves his widow enough to take care of her for a while. Something that every brother of the Order should not fail to embrace.

The following resolutions were adopted by Lone Star Division, No. 53, Order Railway Conductors, at a special meeting April 17th :

WHEREAS, God in his providence having removed from our midst our beloved Brother, Hank. G. Henickie.

Resolved, That this Division has lost a valued brother, his wife and child a loving husband and father, and the Railway Company a trusted employe.

Resolved, That the thanks of this Division are hereby tendered Bros. T. J. Ray and J. C. Nicholas, Supt. and Trainmaster, Mo. Pa. R'y. To C. Volker and A. W. Acheson, Surgeons, Rev. Dr. Tynes, to Mesdames Swartz, Lyall, Case and others for courtesies rendered.

Resolved, That we appreciate the sympathy manifested by the B of L E. Division 177.

Resolved, That our charter and regalia be draped in mourning for a period of thirty days, in memory of our departed brother.

Resolved, That a copy of these resolutions be furnished the Conductors MONTHLY, the Sunday Gazetteer, and spread on the minutes of the Division.

A. B. GARRETSON,
C. H. LOOMIS,
S. E. KINSINGER,
Committee.

Welch—The funeral of Mrs. Clara Louise, Welch, wife of Supt. L. W. Welch, took place Sunday afternoon from the late residence of the deceased. Rector J. J. Wilkins, of Calvary officiated. The pall bearers were John D. Russell, James C. Thompson, and Conductors Burche, Whitney, Davis and Parsons. The floral offerings were numerous and very fine, and several rare pieces were sent from friends at Parsons, Ft. Scott, St. Louis, Kansas City and other points. The attendance at the funeral was very large, and the long line of carriages, filled with the personal friends of the gifted "Dot" which followed the remains to the city of the dead, was ample evidence of the high place she held in the hearts of all. Peace to her ashes.

Monroe—Edward, one of the oldest members of North Star Division No. 47, fell from his train and was killed at Gold Creek, Montana, on the night of March 13, 1888. In the death of Bro. Monroe the Order of Railway Conductors loses an upright and worthy member, one who always offered the brotherly hand of assistance to any member in the hour of his misfortune. Division 47 desires to express its gratitude to the members of Toronto Division No. 17 for their attention to, and their presence at the interment which took place in that city. The thanks of the Division are also given to Supt. Gilbert, of the N. R. R'y, Bro. Geo. Hall, of Helena, and Bro. Jas. De Force, of Los Angeles, for their efforts to relieve the sufferings of Bro. Monroe, in his last hours, as well as for their attentions in preparing his body to return to that from whence it came.

Winnipeg, Man., June 2, 1883.

THE RAILWAY CONDUCTORS'

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No. 8.



WILLIAM KILPATRICK.

WILLIAM KILPATRICK

Was born in Glasgow, Scotland, August 19, 1845. His father was a clergyman in the Free Church of Scotland. At the age of 17 he came to America and found employment with the lumber firm of Dole & Inghram, at Eau Claire, Wis. At the outbreak of the war he enlisted in a Minnesota regiment, and served faithfully under Generals Sibley, Thomas, W. T. Sherman and Pope, and was mustered out in St. Paul in April, 1865. He entered the service of the Chicago & Northwestern Railway Company, in 1867, filling several positions of trust with that company. The last portion of his service with them was as train dispatcher. The last six years of his railway service was as train dispatcher for the Chicago & Illinois Railway, which he left to assume the duties of the High Secretary of the Independent Order of Foresters, to which he had been elected, and which position he at present holds. In 1879 Bro. Kilpatrick was made a brother of the Order of Railway Conductors, then the Conductors' Brotherhood. He was elected Chief Conductor of Chicago Division No. I, and served two terms, and was again elected in 1887, serving his term. Brother Kilpatrick was the delegate to the annual meeting held in New York in 1878, and was elected Assistant Grand Chief Conductor, and was re-elected in 1879. Bro. Kilpatrick is also a member of the Royal Arcanum, and all of the York right Masonic bodies. It is largely through his influence that the Independent Order of Foresters have gained their strong standing in the state of Illinois, and at the last annual meeting of the Canadian branch of this Order he was the representative of the state of Illinois to that body, whose meeting was held in the city of Hamilton, Ontario. We are glad to be able to present so perfect a likeness of the brother.

Scene—Enniscorthy. Land agent hears tenants outside a huxter's discussing payment of rent. Says one: "Sorra a ha'penny of rent I'll pay till the suspects are released—and may the saints keep them in!" General chorus. "Amen!"

"Employment so certainly produces cheerfulness," says Bishop Hall, "that I have known a man to come home in high spirits from a funeral, because he had the management of it."

RELATIONS OF RAILWAYS TO THEIR EMPLOYEES.

An address delivered before New Haven Division No. 201, by Arthur T. Hadley, Professor of Political Science of Yale College. Prof. Hadley said:

I am glad to have an opportunity to appear before your Order, as I have formed a very favorable impression of your organization, and the work in which you are engaged. I shall not attempt to speak of your efforts, the work of which is valuable, not for what it does for itself, but for what it does for others. But shall prefer to speak upon the wider relations of your work, and the world's industrial history.

In considering this subject, there are one or two things so obvious as to scarcely need mention, but must be looked at in order to more clearly understand the present situation.

We of the present century are in the midst of a change in the Labor Problem, which is yet far from finished. In this problem the Railway stands in the van. It was the invention of the steam engine that placed a new phase upon this problem, and brought about a concentration of capital and of business, a reduction in the price of transportation and a lessening of independence among the laborers. Under the old way man was responsible only to himself. Under the new system large numbers of men are controlled by a small number of managers.

The railway manager of to-day weilds enormous power; if he uses it well, he can do good, if he uses it ill, he can do incalculable harm, for the manager is looked to by the owner, shipper, legislator and employe. All sorts of attempts have been made to control this power by legislation, all of which have resulted in failure. How, then, shall we use this power, and check the abuse? Railroads have developed first, and are at once in the "van." Here it is that monopoly and discrimination are most fully developed, and experiments relating to railroads and employes are sure to be first concluded.

To the railroad manager of years ago, on a small road, it was easy for him to know his employes personally, and select from among them those fitted to fill higher stations. But with the growth of corporations it became impossible to meet with all, or even a few, or to select a man fitted to manage this army. And the same difficulty is experienced in promotion in the railroad service as in the army. Men competent to act as captains or lieutenants are plenty. Men who can act as regimental commanders, not so plenty. Those who can command a brigade are few. While those who can handle an army are rare indeed. And man-

agers are at present often appointed much as the general of volunteers obtained his promotion in "61."

Under the old system, the stoppage of a road was an insignificant matter, but now is of much greater importance, on account of the growth of corporations. Labor troubles are not new. There were just as many strikes in "1835" as in "1885." The "boycott" was in use at that time; it was called "nullification," but its effect was just the same.

The people of that time however, were less dependent, and while there were as many strikers, they scattered, on account of no concentration of capital, and labor, and were therefore quite insignificant.

Railroad legislation has furnished cause for much trouble between managers and employes. The "Iowa idea" of forcibly reducing rates. If rates are reduced some one must bear the shrinkage, and the laborer will certainly feel it. If not in a direct loss of wages, it will deter other capital coming in and building new roads, thereby lessening the demand for labor, and eventually resulting in a decrease of wages. If rates are maintained labor reaps the reward. New lines are built, extensions and branches provided, and more men are employed. The public depends absolutely on the railroad, and a stoppage is a business disaster of the first magnitude. Rates go down, wages are decreased, a strike follows which paralyzes the industry of the country as effectually as a blizzard. The community suffers, and it is a public calamity. All sorts of solutions are offered, none of which are satisfactory. The disease lies too deep seated to be cured by "patent medicines."

I have no scheme to propose, only to outline a course which must be taken, on lines which will give best results, on one of which your Order seems destined to be of vast importance toward a practical solution of the difficulty. For it is only by the education of the three factors, officers, employes and public, that the problem can be solved.

While we cannot hope to find a solution of the problem in other countries, still what has been done there is interesting as a comparison. We find that strikes among railway employes in Continental Europe are rarer than in any other employment, and one cause of this is the permanency of position. A man enters the service of the European roads, he is assured of the permanency of his position and promotion according to his ability, as demonstrated by the civil service. Advancement is not as rapid as in America, but he feels secure in his situation. Managers make a mistake in removals without cause being given. It brings on discontent and uncertainty, and is fruitful of trouble. In many instances removals are made where the cause is just and sufficient, yet the reasons

are withheld. This might well be avoided. In Europe, too, the roads are largely under the control of the state, and the employes are in a certain sense government employes, to whom a strike would result much as "mutiny" in the army. Rates are regulated by the government, resulting in a steady volume of business, and insuring the permanency of employment. This is accomplished successfully because the law regulating rates was in force before the roads were built, and in consequence no roads have been built except where population is dense enough to support it under the law. But can we hope to introduce any of these measures in America? No. Here there is more independence. An arbitrary rate applied to the United States would bankrupt every road in the country, and would be unfair both to the railroad owner and shipper. But it is probably true that with greater permanence of position, more union could be had.

But the first requisite of this is men who have fitness to lead. Yet this is the hardest to accomplish. If managers knew how to select men to lead, one of the chief means to attain this end will have been accomplished. It is one of the deepest problems of the age. The tendency of railroad legislation has been to reduce employers' liability to the minimum, and in consequence the men have organized into associations for mutual protection, and have come to look to their organizations in every emergency rather than to the company. This has been the means of placing men in positions of trust in these organizations who were not fitted for the positions, and the result has been disastrous to the organizations. One of the most valuable privileges that an organization can do is to give men an opportunity to express their views, and if employes are so organized that they can deal and be dealt with responsibly, they hurl a power indeed.

After a fight has begun nothing can be done, but if previous to the fight, the men and officers meet in counsel, oftentimes trouble may be averted. The public demands radical measures in legislation, which usually defeat themselves. The inter-state law is only an experiment. The house wanted one thing, the senate another, and they finally compromised on a clause which no man in either body could say just what it meant, or was intended to do. So it was given to a commission to decide, who up to date have made three separate and distinct rulings.

Yet each law that is passed is less radical than its predecessor, and each law, as it stands or falls, leads up to a clearer understanding of the question. A railroad is first in the industrial history, and this work is the world's work.

A DAY OF REST FOR THE WEARY TRACKMAN.

[The following article, appearing in the current number of the Railway Service Gazette, is so far as we know, the last public emanation from the pen of the late Charles Latimer, whose wide fame as a master of the science of track construction and maintenance, and whose endearing qualities of character, made him one of the leading figures in the American railway world.]

In this paper I must digress from the ordinary topics of the railroad and touch upon one to which I ask the closest and most earnest attention of railroad men.

The whole of the railroad systems of the country are to-day sinning as "with a cart rope," paying no more attention to the covenant of the Lord than as though we were Fiji Islanders or Hottentots and know no more about God than the beasts which perish. The railroad employes in this country are worked just exactly as if they were cattle. A sensible farmer never thinks of working his beasts seven days in a week. And why? Because, even if he has no higher incentive, he knows that he will soon loose them; and his money would be gone. But man, created in the image of God, is worked harder than the beasts. Can you give a reason for this? The answer is simply greed, and avarice—the greater part of the men who worked did so because they receive a bribe to do it, being put on the pay roll for two days or a day and a half for one—but who now gets a day and a half for Sunday work? Not many. Do the railroad men get it? No, the day has become so desecrated that in many parts of the country the men never keep an account of it. Hence the whole nation is becoming dwarfed in size. Do you think it is possible for a nation to retain its strength, stature and intelligence under such a system of labor? Can a man work to his uttermost for seven days in a week and staying at home with his family probably once in several weeks, beget healthy children? I should say that it is impossible or very unlikely. Hence, under the [present method of handling our railroads, working with might and main seven days besides many nights, we must degenerate as a nation.

How many of you foremen put off a job of work until Sunday when you could do as well or better upon a week day? How many put in a railroad crossing on a week day?

In the transportation departments, Sunday is made a clearing up day, and more trains are run than on any other day.

If any important work is to be done, the first thought is, we will put that off until Sunday. You will remember that when several of the roads were narrow gauged from 6 to 4 ft. 8 1-2 in., Sunday was

taken. It is not to show that I was wiser than others, but to show you, that Sunday work is unnecessary, that I tell you that it was my duty to narrow gauge the New York, Pennsylvania & Ohio railroad. I chose Tuesday for the day ; first, because I determined to obey the law of my God ; next, to show that it was not necessary to do such work on Sunday. My friends, I was particularly blessed in that work. With the assistance and earnest co-operation of my assistant roadmasters, the bridge men, and as noble set of foremen as ever walked, that work was done on Tuesday better than on Monday. Every man was in his place at the right moment, and every piece of work was performed as if by magic. But two passenger trains were abandoned, and business scarcely interrupted. A high official came to me a month before the day and said: "Now Mr. Latimer can you not narrow gauge the road on Sunday?" I simply said very decidedly. "NO SIR."

In putting in crossings before I tried it I had never seen one put in during the week, and had ordered a number put in on Sunday myself, because it had become a custom, but after the narrow gauging, I stopped the Sunday work, and to show how hard it was to get out of such a rut as we had sunk into, the roadmaster himself said: "Mr Latimer, I cannot put that crossing in on a week day without stopping or delaying trains." I told him to get everything ready and take the longest time between trains and put it in quick and it was done. Where there is a will there is a way. Take God's way always.

A great reform is needed, my friends. Help it on—it is for you to make it. You are free American citizens with the right to think and act and speak just the same as our president. It is not for the railroad management to accord you the boon of a Sabbath or rest day, but for you to demand it. You think it is all right to strike for the sordid part, wages, but when Sunday is taken from you, stand it, and are bound hand and foot, *and if you refuse to work on Sunday at unnecessary times you are discharged.* Now show yourselves men and demand that you shall have a day of rest. *That would be a subject worthy of a strike,* for it is for liberty. Make a petition for a Sabbath. Yet I suppose some of you will think it may be necessary for you to ask the opinion of your superior as to whether a petition would be right or not. *Petition for cessation of work, entire, complete in all departments,* and do your duty in the matter before the earth is smitten with a curse.

It is your duty and privilege to petition. Many of the managers are in accord with the thought, but many a one is tongue-tied for fear that some deplorable monster will call him a fool, a fanatic or a crank, and he will be quickly removed from his position to make place for one who is less prejudiced and thinks only as his master tells him.

God help you to think unto God as well as to all things unto Him.

CHARLES LATIMER.

WHAT CONDUCTORS ENDURE.

ONE OF THEM DILATES ON ANNOYANCES OF SERVICE AND PECULIARITIES OF PASSENGERS.

A railroad man who has quit the business said the other day to a Journal reporter that there is not much satisfaction in that kind of life. "I am glad I'm out of it," he continued. "A man has no time to himself or for his family, and when he is at home he is liable to be called away at any time of night. When away from home his meals are irregular and probably poor at that. We go by rounds you know. That is, first in is first out; and as they are always short of crews we are often compelled to start out before our time. We may get in at 2 o'clock in the afternoon and have to go out again that night. And then out of the great number of men hired by a railway company, very few find that their work is appreciated by the company, be they ever so careful. But let anything go wrong—let a passenger meet with a real or supposed injury of some kind, and the employe hears from headquarters at once. A great many people say that complaints to railroad companies never avail anything, but they do. A passenger who has a grievance directs a letter to the company outlining his complaint, whatever it may be. The letter goes to the superintendent, then to the master of transportation, and then to the president of the road or his private secretary. By him it is forwarded to the employe who is the object of the complaint. The latter is then compelled to write a letter of explanation, and return it to the president and secretary, and if it is satisfactory, all right; otherwise, he will be laid off fifteen or twenty days without pay, frequently merely for the purpose of pacifying the person who has made complaint against him."

"Do you have serious trouble with passengers?" was asked.

"If you are a conductor or brakeman on a passenger train you have to be a thorough mind-reader in order to get along with people. If you have become an adept at studying dispositions, and govern yourself accordingly, you will go through without a great deal of trouble. For example, I have learned to size men up according to their nationality. If he is an Englishman, you will be all right with him if you make over him a little and give him the impression that you think he is somebody. The Germans are the easiest people to deal with. If you explain anything to them or answer their questions, they will take it as a kindness and thank you for it. The Jew is a kicker from the word go. He kicks from the time the train leaves one station till it enters another.

He kicks if the train is going too fast, and he kicks if it is going too slow. Americans are finicky. They find a great deal of fault, and if anything goes wrong the first thing they say to you is, 'I'll report you,' and if anything makes a railroader hot it is to have that threat made to him. I do not consider the ladies as more disagreeable passengers than men, although they have the reputation of being so. The majority of them appreciate anything that is done for them—that is first-class passengers. All I have said applies to first-class passengers, for the emigrants do not amount to much."

"The conductors, no doubt, fare worse than other employes in this respect?"

"The fact is that the passenger service can't show too much courtesy to the traveling public and yet there are lots of times when a conductor is out of humor, like anybody else. He feels bad from overwork, perhaps, or loss of rest, and may harshly treat somebody. But if any questions are asked he is expected to be as mild as a lamb, and if he is not he will soon get the reputation of being gruff, and the head of the road will hear that conductor so-and-so does not try to please the passengers. And yet with all that he may ordinarily be the kindest hearted fellow in the world. Another thing to annoy the conductor and the brakeman, even when they are in the best of humor, are the silly questions that are asked—questions which you could not answer, if you would. 'How long is it to the next station?' somebody will want to know, who isn't going to get off the train for a hundred miles. Then, 'How many inhabitants has this place?' someone will want to know, when we pass through a small town. Somebody gets a drink out of the water tank, in the end of the car, and then stops us, as we hurry through, to ask, 'How long the water has been in the tank?' Then they want to know why the car rides so hard, or jolts so much, and numerous other questions equally as frivolous and provoking. They are always afraid you are not telling them the exact truth, and they accuse you of being in conspiracy with every eating-house along the road to rob them, because you had told them they could get a good meal there. After they have eaten their meal and got on the train again, they wait until you come through the car, and then they say, loud enough for everyone to hear, 'That's a rotten eating-house you stand in with.' But, however particular they are that you tell them the exact truth, they do not hesitate to lie to you. One day as I was taking a train out of Indianapolis I found two ladies occupying two seats, they having turned one of the seats over. The car was crowded, and every seat in it taken, so I told them they would have to give up one of the seats. 'No we won't,'

they said, 'we bought the tickets with the understanding that we were to have two seats.' 'Well,' I said, 'if you have four tickets you can demand two seats, but otherwise you can't. 'But we bought two tickets from Pittsburg to St. Louis,' they continued, 'and the ticket agent told us we would be entitled to two whole seats.' 'All right,' said I, 'let me see your ticket.' They showed them to me very reluctantly, and I found that they were ordinary second-class tickets, and there they were seated in a first-class car.—*Exchange.*

THE WAIF OF THE RAIL CAR.

An evening train passed out well laden,
And there were seated wife and maiden !
Some rode for business, some for pleasure,
A precious freight of love and treasure.

To mirth and joy were some inclined,
While others seemed of sober mind.

The brisk conductor at his duty
Failed not to wait on age and beauty.
And as he passed, a child just seated,
Looked up and with soft voice repeated :
"Please sir may I lie down just here ?"
And on her eyelid shone a tear.

Her tones so simple and so tender,
Her form so delicate and slender,
A little budget for her pillow,
He saw a waif upon life's billow,
And looking in her soft blue eye
He said, "O yes," in kind reply.

Then asked her ticket, but no chiding
As the poor child looked up confiding,
And told a little tale of pity,
How she had wandered to the city
Until her little feet were worn,
A child it seemed to sorrow born.

"But little girl, where are you going ?"
The kind conductor asked, thus showing
A sweet concern for one a stranger,
And left a prey to want and danger !
"I'm going to heaven" she sweetly said,
"To find Mamma for she is dead."

"And does this railroad lead to heaven ?
And is the fare to poor folks given ?
Does Jesus travel here and lead us,
Where he will love us all and feed us ?
My mother used to sing to me
About a railroad all so free.

"She said they stopped at every station
And took the poor of every nation.
I found this road, I saw no other,
And got on board to go to mother ;
I thought that this the road might be,
You looked so very kind to me.

"Have you a little girl dear Mister !
And when at home you've met and kissed her
Do you sit down and sing of heaven

And Jesus' love to sinners given,
As my dear mother used to sing
When I was but a little thing ?"

Hot teardrops filled his eyelids drooping
And o'er the little wanderer stooping
He said, "I had a darling Lillie,
But death with cruel hand and chilly,
Took our dear pet from us away
And Lillie is in heaven to-day."

"Did Lillie take this railroad Mister
To go where angels call her sister ?
And are you going there too, to meet her
And shall I tell her you will greet her ?
I wish that you would go with me
And with your Lillie ever be."

They gathered round the child to listen,
And eyes with tears were seen to glisten,
While heaven seemed near the coach in motion
With holy thoughts and deep devotion,
"God bless the little girl" they prayed,
And on her head soft hands were laid.

"I know that Jesus will not forget me,
And in my mother's arms will set me ;
The fare is paid and Jesus paid it
And all may go for Jesus said it.
I wish that all the people too,
Would go with me and go with you.

"Please Mister now 'tis time for sleeping,
And still the kind conductor weeping
She said, "Now will you come and shake me,
And from my sleep will you awake me.
I want to stop at heaven's gate,
I think mamma for me will wait.

"Good night dear Mister, when your Lillie
Asks, 'Did you see my papa? will he
Come down to see his little daughter ?'
What shall I tell her by the water,
Where angels walk on golden sand,
When I shall take her by the hand ?"

Fresh sobs ! but hark, the bell is ringing,
H—e ! the brakeman's voice is singing ;
The scene is changed and stranger faces
Have gathered to the vacant places,
But whither, whither, little waif ?
God knoweth all, God keep her safe.

REV. DWIGHT WILLIAMS.

RAILROADS.

The reports from the various railway lines for the month of June show a very gratifying increase in net earnings.

* *

The Chicago, Rock Island & Pacific Railway have declared a quarterly dividend of \$1.50 per share, payable August 1st.

* *

One or two divisions of the Chicago, Milwaukee & St. Paul have introduced a train agents' system upon their trains, taking effect Monday, July 2nd.

* *

Mr. L. B. Paxon has been appointed Superintendent of Motive power on the Philadelphia and Reading R'y, in place of Mr. George Cushing, resigned.

* *

There is a rumor that Mr. James R. Wood, for a number of years General Passenger Agent for the Pennsylvania railroad is about to resign his position.

* *

Various railway lines centering at St. Louis, have made liberal concessions in the interests of the St. Louis Exposition and Fair Association, for the year 1888.

* *

The interstate commerce commission declined to sustain the complaint of the Omaha freight people, in the matter of their fight to secure lower rates for their state.

* *

We learn through an exchange that thirty conductors of passenger trains on the Bee line, have been summarily removed without cause, during the month of June. We are not advised of the truth of the rumor.

Brother W. G. Sala, for a number of years Master of Transportation on the Mobile and Montgomery, received the appointment of Assistant Superintendent of the Northern Alabama Division of the L. & N., in place of Mr. Dunn resigned.

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* *

Passenger train number five on the Chicago and Atlantic, on the evening of July the 7th, encountered a washout about 15 miles north of Huntington, Ind. Owing to promptness on the part of the company, trains were delayed but a few hours.

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* *

An exchange tells us that the railways have accomplished good work in the cause of temperance. We beg leave to submit that where the railways have accomplished anything, the various railway organizations have accomplished wonders in that direction.

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* *

Mr. D. Brock, formerly Superintendent of Transportation on the Missouri Pacific, and later Division Superintendent on the Chicago & Alton, has resigned his position to accept that of manager of the American Refrigerator Company. We are not advised of the name of his successor.

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* *

The rumor has been circulated for some little time past that Mr. H. B. Stone, of the C. B. & Q. was about to resign. We are informed by the best of authority that such is not the case. It has not even been contemplated. If under contemplation it would not be a fact until after the next meeting of the Board of Directors of the C. B. & Q.

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* *

Mr. J. H. Parsons, formerly of the Lake Shore & Michigan Southern, and lately of the Chicago & Atlantic, has been appointed General Superintendent of the Western Division of the New York, Lake Erie & Western, with headquarters at Hornellsville, N. Y., vice Mr. Knibloe, transferred to the Tioga branch, with headquarters at Blossburg, Pa.

*
* *

Mr. J. L. Greatsinger has been appointed Master Mechanic of the Duluth and Iron Range railway, the appointment to take effect June 20th. Jake will be well remembered by many eastern railway men, having graduated from the Elmira, Courtland and Northern, a number of years ago. He resided at Horseheads, N. Y., for a number of years.

Every other means having failed the Brotherhood of Locomotive Engineers now propose to use dynamite to bring the Burlington Railroad to terms. The B. of L. E. should call a halt, or the public esteem now extended will be forfeited and lost. The strike was a failure and the sooner the striking engineers recognize the fact and accommodate themselves to its conditions, the better it will be for them.—*Railway Register*.

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* *

The statement of the earnings of the New York, Lake Erie & Western Railway for the month of May, shows an increase of \$5,621 in net earning over and above the amounts due the leased lines. For eight months, ending May 31st, the net earnings increased to \$89,674, but owing to an increase of \$69,674 due the leased lines, the actual net to the Erie shows a decrease of \$30,663 compared with the corresponding period of the preceeding year.

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* *

The Railway Age is authority for the statement that the total amount of track laid between January 1 and July 1, 1888, is 3,320 miles, in which California heads the list with 397 miles, closely followed by Kansas and Georgia with 295 each, while South Carolina, Tennessee, Kentucky, Illinois, Wisconsin, Missouri and Texas have reached over 100 miles each. The states of Maine, Massachusetts, Connecticut, New Jersey, West Virginia, Wyoming, Montana, New Mexico and Oregon have laid one mile each.

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* *

We are advised by a circular issued by S. Y. Leavengood, who subscribes himself President of the Passenger Conductor's Insurance of Philadelphia, that a move is to be made to resuscitate the Association and place it upon a different basis from that before occupied. This Association was at one time prominent among our Conductor's Insurance, and did a great amount of good, but, through mismanagement, it became, virtually, a thing of the past. It is to be hoped that the experience of the past will be drawn upon in the arrangements for the future, in that extent that those who see fit to place their insurance with this association will be fully protected. Mr. Leavengood recites that the charter is a very valuable one; we are not advised of its absolute value but presume that it is about the same as that of any other Association conducted upon the same basis and their value is about the cost price, somewhat in the neighborhood of one hundred dollars, being the legal fee for the issuing and procuring of such legal papers. We wish the gentlemen the measure of success to which they are entitled in their new endeavour.

The annual report of the C. B. & Q. Railroad for the month of May has been made public, and in comparison with the report for the corresponding month of 1887 shows a material reduction in net earnings. In the month of May, 1887, the net earnings of the C. B. & Q. were \$867,104.78, while that of May, 1888, was \$63,674.73. For the five months ending May 31, 1888, there is shown an increase in operating expenses and a decrease in net earnings. Yet we cannot see how the opponents of the system can derive much consolation out of it, for the net earnings of the C. B. & Q. for those five months were nearly one million dollars. The increase in operating expenses for the first five months of the year was \$1,081,361.87; the decrease in net earnings for the five months was \$3,113,240.89. As an indication of the business done by the lines west of Chicago, we find that in the first six months of the year 1887 there were 2,878,349 barrels of flour delivered in Chicago by the Chicago & Northwestern, Illinois Central, Rock Island, C. B. & Q., Chicago & Alton, St. Paul, and Wabash Railways. Of this total amount the C. B. & Q. delivered a little less than one-half. In the year 1888 there were 2,824,480 barrels of flour delivered by the same lines in Chicago, and the C. B. & Q. delivered about one quarter of the entire shipment. For the first six months of the year 1887 there were delivered by the same lines 53,675,102 bushels of grain, of which the C. B. & Q. delivered 17,580,580 bushels, or about one third of the total delivery; while in the first six months of 1888 there were delivered 55,863,919 bushels, or an increase in the total shipment of over two million bushels of grain, and of this the C. B. & Q. delivered 14,000,201 bushels, or more than one-quarter of the entire shipment delivered. While the Burlington has lost slightly, to the Northwestern, St. Paul & Rock Island, owing to the low rates upon grain and flour, the gain of these lines does not materially affect their net earnings.

* *

The railways of New York at the end of the last fiscal year, September 30, 1887, had a total length of 7,383 miles, showing an addition of only 85 miles during the year; but their earnings reached the enormous amount of \$143,724,491, an increase of \$18,564,200 or 14 per cent. while the net earnings were \$512,284,516, an increase of over 12 per cent. The companies disbursed during the year in dividends, including interest paid on leased roads, \$13,822,874. The freight transported was equivalent to the vast bulk of 12,094,162,710 tons carried one mile, an increase of 13.66 per cent. over the previous year. The freight earnings averaged only 0.796 of a cent per ton per mile,

and the passenger earnings 2.36 cents per mile. These figures which are taken from the report of the New York railroad commissioners just issued are contained with others in the following summary report:

	1886.	1887.
Gross earnings from operation.....	\$125,160,289	\$184,724,490
Operating expenses.....	79,260,798	92,439,974
Net earnings from operation.....	45,899,491	51,284,516
Income from other sources.....	4,449,391	5,458,671
Interest paid and accrued.....	25,678,378	24,937,671
Taxes.....	4,645,677	5,018,907
Miscellaneous.....	1,270,270	1,039,697
Dividends declared.....	11,178,177	13,822,874
Surplus.....	4,658,191	8,284,408
Stock and debt.....	1,224,772,611	1,269,501,238
Cost of road and equipment.....	1,138,270,480	1,180,585,382
Percentage of gross income to cost of road and equipment.....	04.42	04.81
Percentage of net income to capital stock....	02.60	02.91
Percent of dividends declared to capital stock	01.83	02.19
Miles of road.....	7,298	7,383
Freight, tons carried one mile.....	10,640,849,555	12,094,152,719
Average freight earnings per ton per mile (cts.)	0.78	0.796
Average freight expenses per ton per mile (cts.).....	0.49	0.514
Average freight profit per ton per mile (cts.)..	0.29	0.282
Passengers carried one mile.....	1,830,734,634	2,010,016,812
Average earnings per passenger per mile.....	2.3	2.36
Average expenses per passenger per mile.....	1.4	1.51
Average profit per passenger per mile.....	0.9	0.85

—*Railway Age.*

* * *

The shipments of stock received in the Union Stock Yards, in Chicago, first six months in 1886, were 95181 cars, of which sum the Chicago & Alton delivered 8978, the C. B. & Q. 27501, the E. Ill. road 1340, and the C. M. & St. P., 10978, the C. & N. W., 18247, the Chicago & Pacific 13335, the Santa Fe, 246, the Ill. Central, 2703, the Wabash, 6533. The first six months of the year 1887, the total received was 95988, of which the C. & A. delivered 9957, the C. B. & Q., 26496, the Chicago and E. Ill., 1562, the Milwaukee, 10614, the N. W. 17614, the Rock Island, 12250, the Santa Fe, 214, the Ill. Central 8120, and the Wabash 7198. In the first six months of the year 1888, the total received was 102413, of which the C. & A. delivered 10939, the C. B. & Q., 24425, the Chicago and E. Ill., 1149, the Milwaukee, 12320, the N. W., 18555, the Rock Island, 15077, the Santa Fe 811, the Ill. Cent., 9131, the Wabash 6731; the lines showing an increase are the C. & A., 1789, the C. M. & St. P., 1779, the N. W., 927, the Rock Island. 2827, the Santa Fe, 597, the Ill. Cent., 917, the lines showing a decrease are the C. B. & Q., 2061, the E. Ill., 213, and the Wabash, 467. It will be seen from the above figures that the C. B. & Q., for the first six months in the year, have delivered at the Union

Stock Yards, nearly one-fourth of the total shipment in stock. While their loss has been ascribed, no doubt to the strike, it is also to be attributed, partly to other causes, and the establishment of large packing houses at Kansas City and Omaha, two of the principle terminals, has no doubt had its effect, as a portion of that which was heretofore shipped as live stock is now carried as dressed beef; while the gains of particularly the Northwestern has been stimulated by the extension of its lines and the opening of new territory beyond the C. B., & Q. we believe it to be a fair estimate to say that the gain of the Rock Island fairly represents the "Q's" in the stock shipment. During the month of June the total receipts were 16929 cars, and of this amount the C. B., & Q. delivered one-quarter, more than that delivered by either the Chicago & Northwestern or the Rock Island, and it will be seen by examining the figures that the C. B., & Q. notwithstanding all the adverse circumstances, is maintaining her average of the previous years.

* * *

One of the most gigantic plots that has been on foot for a long time has been unearthed during the month by General Manager Stone, of the C. B. & Q., and has culminated in the arrest of five members of the Brotherhood of Locomotive Engineers, and two of their attaches, at their strike office, room 34 Grand Pacific Hotel, Chicago. The latter having made a full confession in their own handwriting, as to the facts of the case, furnishing evidence that will, no doubt, secure the conviction of the ringleaders in the plot.

A portion of this plot was not new to the MONTHLY, as a copy of the circular issued by Messrs. Hoge and Murphy has been in the possession of one of the editorial staff of the MONTHLY since about May 1st, and reads as follows:

CHICAGO, Ill., April 16, 1888.

To C. E. & F. A. E, Div. No.—:

The C. B. & Q. have only got about one-half of the men they had prior to the strike. They want about four to five hundred more engineers. We have decided to call on you to furnish one or two men from your division. We will ask the same from all divisions throughout the country to come and apply for situations on the "Q" under an assumed name, and as soon as they get to work to correspond with John Sowars, National Hotel, Chicago, for instructions. The object is to disable engines in every way they can, and on a given day to quit work in a body after receiving instructions from us. The company is on their last leg and by this means we propose to take the other. We don't want any of them to come here, but to make application at the following points: Aurora, Galesburg, Burlington, Creston, Plattsburgh, Lincoln and McCook. Be very careful who you select to come—men that don't talk too

much or are in the habit of drinking. Supply them with plenty of sal soda and emry. Have them get leave of absence for 30 or more days.

P. S. Please don't let this outside except within yourselves and those you select to come. Please answer on receipt of this.

Yours fraternally,

S. E. HOGG, Chairman G. G. C.,
Room 34, Grand Pacific Hotel, Chicago.

The Grand Chief Engineer of the Brotherhood has disclaimed any knowledge of any acts of this kind, and it is a fairly presumable case that his hasty departure from the city of Chicago during the progress of the strike may have been brought about by a disagreement in the policy to be pursued as reported by the daily press at that time. We would be very loath to believe that Mr. Arthur would be willing to sanction any course of this kind, but we, at the same time, believe that the plot was matured and the plans perfected within the four walls of the room known as the headquarters, in the Grand Pacific hotel, in the city of Chicago, the plans being, on the part of those interested, to use dynamite to damage the company's property, terrorize the employes and create so much of a stir that it would prevent people from traveling over that line.

As a further evidence of the means to be used, and the ends gained we have the fact that there has been circulated, all over the country, circulars and posters, samples of many of which are in the hands of the MONTHLY. The heading of these is somewhat peculiar, and as a sample we give the following: "If you do not want to be killed, or have your property destroyed, do not patronize the great C. B. & Q. scab route," followed by a picture of collision, a painted statement drawn from the imagination of the writer. Another, "Prepare to meet thy God," which in itself is a very wholesome Scripture injunction, but when taken in connection with that which follows, in a high degree sacrilegious, and is a strong evidence of the debased character of the men who will stoop to place it in that connection.

This is proof positive, that there is a deliberate conspiracy on the part of some one to injure one of the prominent railway companies of this country, and we are led to recur to a statement made many times in the columns of the MONTHLY, "that a strike without a boycott can never be made a success," and those who institute and sustain a boycott are amendable to the laws of this country. It is unamerican in its origin and against our American institutions.

The MONTHLY hopes that all who are engaged in this despicable business will be convicted and punished as a warning to those who may come hereafter, and particularly to our railway organizations.

LADIES.

A FEW FASHION NOTES.

Yoked blouses are in great favor.

Much lace will be worn for demi-toilets.

Black lace over dresses still reign supreme.

Red continues in favor for cloth dresses.

Long angel sleeves are worn on ball dresses.

Rolls and puffs are again stylish in hairdressing.

Olive green is a handsome color for a stylish walking suit.

No lady of taste will wear black hose with a light costume.

Pinked draperies are used on any cloth that does not fray.

Handkerchiefs entirely of lace are coming in fashion again.

Tulle and crepe maintain their supremacy for evening dresses.

All tea gowns have wateau backs and profusely trimmed fronts.

Plaids are seen in the underskirts with plain drapery and bodice.

On the latest tailor gowns buttons are medium in size and very expensive.

Checked brown and white woolen serge makes a pretty traveling ulster.

Black dresses with all varieties of garniture, are more popular than ever.

The novelties in dress goods will not be brought out until the first days of April.

There are poke-trimmed bonnets among the importations of spring millinery.

Charming evening toilettes have lace skirts with moire bodices and sashes to match.

White faille trimmed with ribbon loops is pretty for a young lady's reception dress.

A certain degree of plumpness is necessary to the successful wearing of the severe tailor gown.

The hideous patchy looking kid gloves with light colors sewn inside the fingers were properly a failure.

Side bows and rosettes are placed upon the new bonnets, which is an effort to lower and broaden the effect.

Voluminous vest drapery is suitable for slender figures only, and the plain perfectly fitted waist is the height of elegance.

The Priestly silk warp Henrietta cloth is the most popular goods for present wear. It drapes beautifully and wears well.

It is predicted that new dress skirts of nun's veiling, India silk, and such soft light goods will be trimmed with plaited flounces.

Sailor hats have soft crowns of velvet put over the low felt crowns, confined by a band of watered ribbon adding loops at the back.

New satteens show tiny figures, flowers and dots. Many ladies are having their entire summer outfits of cotton goods made up now.

Bonnets are mostly trimmed with contrasting colors as olive-green and gray-blue; terra-cotta and moss-green, or black and coquelicot red.

The separate bustle is altogether abandoned by the best dressmakers, and the steels and straps of the skirt as arranged by the dressmaker only are worn.

Because of the short dresses worn, especially by young ladies, there is more attention paid to the artistic dressing of the feet this winter than ever before since the days of the empire.

In spite of all canons of good taste and all that has been written or said against it, childrens clothes in make and material follow the styles of those of their mothers and grandmothers.

Tailor gowns for early spring wear is being made up of delicate tinted light weight cloths, and have the bodices lined with chamois, a light layer of wadding and an inside lining of light satin added, as the chamois sleeves do not slip on easily, and the chamois soils quicker than satin.

PENSACOLA, FLA., May 12th, 1888.

EDITOR MONTHLY;—I am surprised that more ladies do not take advantage of our department and write for the MONTHLY. We could in that way show the Editor that we appreciate his kindness, besides being a benefit to each other. I am sure that we could exchange ideas that would be beneficial. Let each one try and make her letter instructive and entertaining.

I am afraid I cannot speak as well of the Order here as I would like to. I am sure that I heard something to this effect, at the meeting before the last of Division 199 they all "brought up" at the Opera house instead of holding their regular meeting.

We were pleased to hear from Bro. Cathey, through the columns

of the MONTHLY, in his far distant home. Bro. Taly brought home a blushing bride on the 10th of this month. My first thoughts on beholding her were of John G. Whittier's poem :

"A form more fair, a face more sweet,
It ne'er hath been my lot to meet ;
And her modest answer and graceful air
Show her wise and good as she is fair."

We wish for them a life of happiness. Fearing this may reach the waste basket I will close with many good wishes for the MONTHLY's prosperity.

CONDUCTOR'S WIFE.

ST. JOSEPH, Mo., March 25th, 1888.

EDITOR MONTHLY:—Being an interested reader of your valuable MONTHLY and noticing a lack of interest in the Ladies Department, I would just like to make a suggestion if one has not already been made, and that is that we have an Auxilary of the O. R. C. The B. L. E. has a ladies Auxilary and we are as important as they and could make as much of a success of it. The ladies might solicit through the MONTHLY correspondence on the subject, and get the views of the ladies on this point. Would like to hear what you have to say on this matter and will write more next time.

Respectfully,

WIFE OF A CONDUCTOR.

C. K. & N. R. R.

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

C. S. WHEATON *Editor.*

ST. ALBANS, June 12th, 1888.

EDITOR MONTHLY :—Here I am back in old Vermont once more, after, as you no doubt are aware, a trip to the 20th Grand Division at Toronto. The fact of attending the 20th Grand Division, and still being able to return to old Vermont, is not in itself a very wonderful thing, but when the fact of my extending my trip as far west as Denver, Colo., and over the world renowned C. B. & Q. R. R. at that, that is where the wonderful part comes in. But even if it is wonderful, I did it nevertheless, and am still here to bother the "Boys" a while longer. I have thought a great deal about my trip since my return, and thinking perhaps a few words might interest the "boys," I will try to tell them how I found things in the far west in general, and on the "Q" in particular.

I left Toronto at 1 p. m., May 17th, for Chicago, in company with Bro. and Mrs. Belknap, Bro. and Mrs. Henshaw, Bro. Riley, and many other brothers whom I do not remember. We arrived in Chicago on time Friday, May 18th, Bro. and Mrs. Belknap and myself and wife, and Bro. Sackett (I almost forgot Bro. Sackett he is so retiring and modest,) repaired to the Sherman House for breakfast, after which Bro. Belknap and myself took a stroll to the general office of the C. B. & Q. R. R. There I met Mr. L. Howland, Asst. Supt., and by the way Mr. Howland is an old Vermonter, having been employed as brakeman, baggage-man, and later as conductor on the old Rutland and Burlington R. R., twenty-five or thirty years ago. I knew he must be from Vermont the moment I heard his voice. The first words he said after our introduction, were, "*Glad to see you; what can I do for you?*" (Isn't that Vermont all over?) And I guess before I got through telling my wants he (Mr. H.) also knew I was from Vermont for Vermonters are so *modest* in their desires. The C. B. & Q. R. R. is the best advertised road in America, and I am safe in saying, not only the best advertised, but second to none on this continent in equipment and track.

Well, I am about to start over the "scab" R. R., It is now 11:40 a. m.—will leave at 12 M. I am at the station at 11:50; I meet Supt. Howland again; he invites me to look at the locomotive that is to haul us. I was not over and above pleased to think I had ventured on to the "Q" when I saw two bullet holes in her cab, which I was informed were shot into her as she was leaving Chicago two evenings before. The engineer shook his head and smiled when asked "How near did they come to you?" "Near enough for me," said he. Well, time is up and we are off. I don't see but that we move along all right although we have nine coaches. Our running time is about 28 miles an hour. I look for policemen but I see none. We move along through yards and hundreds of freight cars; nothing wrong; at last we are out of the city in the open country, and you would not mistrust there had ever been any trouble here. The train moved along at a rate of 30 miles an hour, without any twisting or frisking, or any unpleasant sensation. We stop at a way station (this train is not the Fast Express), you hardly

know when the train stops it is done so easy; and you do not know when it starts unless you happen to look at some object out of the window. I will say this right here, on my trip from Chicago to Denver I did not notice one single instance of an engineer jerking the train in starting or stopping, which to me is some proof that there are some good men on the "Q."

We arrived at Galesburg on time. I stopped over here a day with Bro. Belknap and his estimable wife, and I wish to say that I never passed a pleasanter day on my whole trip than the one myself and wife spent in Galesburg. I paid a visit to the "Q" shops and engine house saw nothing to indicate that there had ever been any trouble here; not any burnt engine that I saw (and I saw all that were in town). I saw and was introduced to quite a number of the new men; they all appeared and talked like gentlemen, and I must say I think, taking them as a class, they will compare favorably with the engine men on any other road with the mileage of the "Q." After looking over everything in connection with the railroad, and talking with both conductors and engineers. I came to the conclusion that as far as Galesburg Division was concerned the "Q" was all right.

But what about the western lines in Nebraska? I had heard much about the incapacity of the new men, and I determined to see for myself. I therefore left the hospitable roof of Bro. Belknap and took the fast train at 6:10 P. M. bound for Denver, and I can assure you it was a fast train. We were whirled along at the rate of 40 miles an hour, but the road bed is such and in fact everything was such that it would be hard to believe you were traveling at such a speed. We sped along mile after mile, taking supper in the elegant dining car. One would almost think he was at home instead of on wheels, everything was so smooth. The run from Galesburg to Burlington was made on time and without incident, except I might say, to slow up once or twice on account of high water. The father of waters had overflowed its banks, and the whole country for miles around was inundated, but the "Q" was on top as usual. After cutting out our dining car we proceeded, The "Q" is single track from here to its western terminus. I noticed that the same smooth track, the same steady pull, the same rate of speed is maintained here as on the eastern division, where there is double track. I also noticed the absence of anything to lead any one to think such a thing as a strike had ever occurred on this great railroad. We speed along into the night. We retire and sleep well and awake at Pacific Junction, where the "Q" connects with the B. & M. in Neb., another line of the "Q" system. We are still sharp on time. Here I saw the first uniformed officer of the law since starting on my journey. I saw about ten or twelve men looking after the company's property. Our stop was short and I had no opportunity to speak with any of them. But at Omaha I saw four or five men and talked with them, and found there was no trouble there; all quiet and peaceful.

We left Omaha and sped on toward Denver. I noticed at all places an aspect of business and driving business, and every man to a man whom I talked with about the matter assured me every thing was running as well as it could run, and I did not get all my information from members of the Order of Railway Conductors, but from many who do not belong to the Order, and the evidence was precisely the same in every instance. I did not find even one man who thought but what the strike was settled forever, as far as they and the C. B. & Q. were concerned. I rode all day Sunday through Nebraska and Colorado and saw nothing to change my mind. We arrived at Denver at 10:30 p. m., on time, as usual, and I will say that a more pleasant and obliging lot of men it has never been my lot to meet. And a better and pleasanter trip over any railway it has not been my lot to enjoy; and I do hope every brother of our Order will avail himself of a similar opportunity if it should offer, and travel from Chicago to Denver via the "Q;" and not only members of our Order but railway men of all classes, and by so doing they can see for themselves that I am stating the truth, the whole truth, and nothing but the truth. I also found the trainmen on the "Q" are a unit in this matter; all work together and help one another. And the new men have come to stay, and the C. B. & Q. R. R. can thank the conductors for their success in this matter, for without their influence and co-operation they (the Q) would have been obliged to accede to the demands of the engineers.

On the first Division east of Galesburg we met, I think, thirteen freight trains. This looks like doing something in way of business. I did not pay much attention to freight trains after that, as I traveled nights, except Sunday. I must say this much, that in all my travels this year, and in fact years previous to this, I never enjoyed a trip any more, or was better treated, or rode on a better road than the "Q." And were I going to Denver to-morrow I would as soon trust myself behind the engineers of the "Q" as the engineers of any other line running out of Chicago. Thinking perhaps I have explained the situation so all can know, I will finish the rest of my trip later.

I am yours in P. F.,

N. E. D.

NOTES FROM TEXAS.

It may be of interest to some of the readers of the MONTHLY to know more of the size, resources, etc., of Texas. The writer has traveled extensively in this State, and has made it a study, of things relating to climate, soil, and resources, of this, the largest State in the Union, having an area of 174,356 square miles, and divided into 174 counties. The country is generally level, but has some wild and grand scenery in the western portion of the State. There are a few small mountains in the western portion of the State called spurs of the Rocky Mountains. North-east Texas is noted for its fine forests of the long leaf or hard pine, the only timber of considerable note. Several species of oak grow here, but they are of a stunted growth. In sections of the State bordering Louisiana the beautiful flowering magnolia is found growing with other timber in a wild state, and is one of the most beautiful semi-tropical trees in the south.

Next we find growing along the water-courses the pecon tree, growing the fine flavored nut of that name. The sale of the pecon nut forms quite an industry in the autumn or fall of the year, and brings to the picker a good revenue. The average price is 4 to 5 cts per pound. They find a ready sale; they weigh 42 lbs to the bushel; a good picker can gather two bushels a day. The nuts must be assorted before offering to the country buyer. The red cedar, muskeet, &c., are found in different portions of the State.

The soil is varied. In the pine lands we find sandy soil; in the open county the black waxy and mulatto-colored sand. The river bottom lands are covered with scant growth of timber. Of the climate and soil much can be said. The western portion of the State is subject to drouths in summer. The grass has a short stunted growth. The country is best adapted to grazing. The northern and middle portions of the State have more seasonable rains, and better adapted to raising small grain, corn, cotton, hay, and fruits. One of the strangest features about the climate is the "norther," as they are called, which frequent the State from about Dec. 20 to April 1st, and always more or less severe for their penetrating cold. In the Northern States the cold of winter stops when it strikes your body; your ears may tingle and fingers numb, but not so with a genuine Texas norther. Here the cold goes through cotton and wool and chills you through and through, finishing up last on the outside. A norther (or spent storm of the north, which they are,) generally lasts three days. Then the wind swings round and blows from the Gulf back over the State and northern States, producing mild weather again. Take the State as a whole, climate, soil, &c., we think the ranch-owner, and cattle and sheep raiser, make more money than the tiller of the soil. The man who plants the seed and tills the ground does so with fear and trembling, as with crab grass choking his cotton and the worm taking a hand to destroy by eating it when the spring is wet, followed by the next spring being very dry,—all tend to make the farmer fearful of failure.

Texas has her share of sunshine and hot days, but the nights are generally cool. The friendly musquito finds its way in every palace and hamlet, unless you are on the high open prairie; at those places you are free from this pest. This State is good to study natural history in as so many animal fossils of gigantic size are found. Also forests solificied. The writer has seen forests of petrified trees, some in use in building fences. Of the rivers of note are the Red, Sabine, Trinity, Colorado, Brazos, and Rio Grande. Some of them are navigable for 300 miles. They run southeast and nearly parallel with each other, and empty into the Gulf of Mexico.

C. H. B.

ALLIANCE, O., June 27, 1888.

EDITOR MONTHLY:—Alliance Division 177 is alive and kicking, all well and doing well, can't complain, business is fair in freight, and the passenger traffic has been very heavy, as high as three and four trains on a run. The Pittsburg, Fort Wayne & Chicago is one of the old reliable, and she gets there just the same. We have one of the finest road beds west of the Alleghanies; stone ballast from Pittsburg to Chicago. Length of this line 468 miles, with 95 miles double track along the line at different points. Three divisions on passenger and four on freight.

Alliance Division 177 had a concert June 16th, which proved a success. Every one was pleased who witnessed the program. Part was made up of foreign talent and part was home talent. Bro. R. S. Raylor and Bro. Geo. Raylor were called to Ft. Wayne to witness the sad death of their brother Frank, who was killed in the discharge of his duty on the G. R. & S., as brakeman by his train breaking in two, and was thrown off the train while backing up for the rear part. This sad news came to Bro. R. S. Raylor just as he was arranging for the program of the concert. As Bro. Raylor was chairman of the committee the business was turned over by Bro. Raylor to Bro. J. C. McHenry and Bro. R. A. McCrea, who ably carried out the program and deserved credit; and also Bro. M. Matthews, C. C., for his valuable services, and to the rest of the brothers for their valuable services.

I will say to the brethren of the Order of Railway Conductors, that the committee on monument of Bro. A. J. Black, it has been purchased and will be erected at Wooster, Ohio, this summer, as soon as completed. We are short \$40 of having funds enough to pay for it, but have taken the matter on ourselves, trusting to hear from some of the division who have not responded. Remember the all-seeing Eye is ever upon us. Let us not forget our duty we owe to God, to our fellow men, and to our country.

Yours respectfully in P. F.,

F. M. F., Cors.

CHATTANOOGA, TENN., June 22, 1888.

EDITOR MONTHLY:—Lookout Division 148 met Sunday 17th, chair filled as follows: T. M. Mitchell, C. C.; W. S. Capehart, V. C.; G. C. Dixon, S. C.; J. M. Burnett, J. C.; J. C. Frist, I. C.; R. R. Hargis, V. S.; R. B. Stegall, secretary and treasurer. Visiting brethren, T. H. Woods, Division 135; J. W. Eckman, Division 105, and quite a good number of Division 148. We made our trip on C. S. with Brother Mead. Brother Mitchell, our delegate to the Grand Division, has returned, filled with new zeal for the Order. We are all well satisfied with the proceedings of the Grand Division and start forward to-day to do a greater work for the Order than we have ever done. I think the Annual Report of Brother Wheaton is the best thing I ever read in my life, it sounds so much like freedom of thought and freedom of action that I love to read it.

Mr. E. Watkins, president Chattanooga & Lookout Mountain railroad has given all the conductors running into Chattanooga complimentary passes, and has given orders that conductors pass all O. R. C. men on their cards. This certainly is and should be appreciated by all conductors, for it certainly is a fine ride up in the clouds where you can stand on the point and see seven states. This is to the south what the Niagara is to the north. Jay Gould spent one night with us last week, and while here he visited the mountain on a special train and took in Chattanooga on the Union railway, better known as the Belt road, which has now over seventy miles of road. Chattanooga is growing fast, and the railroads are keeping close up. Brother J. C. Frist has left the C. S. and gone to C. R. & C.

I am glad to see so many good writers for the MONTHLY. I do think the article by "One of the Monkeys," the best piece I ever read. Allow me to congratulate you Brother Monkey, and bid you God speed in your efforts to do good in drawing our brethren closer together on this thing.

Yours &c., In P. F.,

J. M. BURNETT.

SACRAMENTO, CAL., June 8th, 1888.

EDITOR MONTHLY:—As I have never seen anything from the Sierra Nevada Division 195 in the MONTHLY I will say to the brethren at large that we have as fine a division at Sacramento as you will find located anywhere. We have some very fine men in the division but not quite as friendly as they are in the East, so we Eastern men think. There are several of us here, Bro. Painter from 188 and Lewis from 179, and several others that I cannot name over; and we find that running over the mountains and through the snow sheds is not like running over the prairies of Nebraska, Kansas and Missouri.

By the way, I wonder what has become of Bro. C. E. Tyler of Division 141. Come Charley, we would be glad to see something from old Division 141, and hear how you are progressing.

Well, Mr Editor, I for one will be glad to see the MONTHLY turned into a weekly paper and hope that you will hurry it up. One great failing with the brothers here is, they do not seem to take much interest in the Insurance Department or the O. R. C. MONTHLY either, and I must say that they do not extend a very welcome hand to a brother that is working here for something better than braking. But please bear in mind brothers, that we will not always be there if we are now. And now Bro. Editor, for fear you will consign me to the waste basket I will conclude with best wishes for the continued prosperity of the MONTHLY, yourself and the Order in general.

Yours in P. F.

J. T. BRUCE, 195.

BEARDSTOWN, ILL., June 21, 1888.

EDITOR MONTHLY:—So much is being said about the strike on the Burlington system and nothing from Division 81 that I thought I might give you a few lines as some brothers seem inclined to censure us for the course we have pursued in this strike. I wish these same brothers had been right here in the midst of the battle and had to put up with what some of us have and I think their minds would change. They know nothing of the insults we have taken; even at this late date it is a very common thing to hear one of the striking engineers call a conductor a "scab." Now why are we scabs? Simply because we see fit to run our trains and provide for our families, something the B. of L. E. men at this point are not doing. I tell you brothers, there are some of us have taken a far more solemn and (*should be*) more binding obligation upon ourselves than the obligation taken in any secret order. That is to love, cherish and protect, and for me my family comes first. How can I provide for them if I sit down and wait for the B. of L. E. to win this strike. Win it? they can't win it. They say the strike is not called off. By the way Jeff Davis has never called the Rebellion off yet but its off just the same. We have a good set of engineers on the road at present and they do just as good work as the old men and a good many of them do better. A prominent shipper told me that his stock loaded at the Mo. River points make far better time to-day than it did before the strike and yet the B. of L. E. go to him and try to get him to use his influence in their favor. He says, "No Sir," Why, they even say our Superintendent is a scab because he is running his division without them and that when they go back to work he must leave. In fact when they go to work they are going to be the ones that will say who of the other employes shall be retained in the service. But it will be a *long long* time before they get back to work here. They were going to break up our organization at Toronto too but we still live. W. P. Daniels was not to be re-elected as our Grand Secretary and Treasurer, but the conductors thinking they were capable of handling their own affairs elected him you see. We are not the only ones they call scabs. Brothers, you in Maine, and you in California are just as much scabs as we are here so take your medicine and don't kick or complain. for they say it is a scab organization. Now don't you think we should sympathize with them and quit work, throw our families out of something to eat to gain a point for them that wont benefit us one cent? Not one minute will I lose for them and I know just lots more conductors afflicted with the same disease that I am. No more favors from us here B. of L. E.

CONDUCTOR.

McCook, June 15, 1888.

EDITOR MONTHLY:—One of the principle drawbacks in our business is the uncertainty of our positions. I think the License bill would do a great deal towards making them more permanent, but a great many of the brothers think differently and yet offer nothing in the place of it. There are men among us who take particular pains to oppose everything that is offered. Chronic kickers who never form an idea unless it is in opposition to some one who is trying to better our condition. One difficulty that we have to contend with is that our superintendents have as a general thing been taught that "fire him" is the only rule by which they can maintain discipline. A good man is discharged for a trifle and is told that it is done as an example to others. He has the pleasure of posing then as an example to the brakeman who took his train. This is done for the purpose of bettering the service, yet no one but the superintendent who does it understand the logic. Now I think that if we can devise some plan by which we can do away with this example business and make our positions a little more certain we will come out away ahead of organizations that are eternally howling about short hours and long pay. Let every man pledge himself to give the best service in his power; let every division take the matter up with their superintendent and I think that they will find him just as anxious to keep the old men as the old men are to stay. This thing of rustling around for jobs three months out of twelve don't pay. When we hear that one of our members are in trouble we should do all in our power to pull him through and we should not forget to warn each other of breakers ahead. We find a good deal of fault with railroads and railroad Co's. but just the same they are our best friends. We should all work as though we were on the only road in the country and ask our superintendent to keep our Grievance Committee posted on how we are doing, and if any one seems to be falling behind take him to task in the Division Room, and help him through. I think by doing this we can better the service a great deal more than discharging ever has.

Yours in P. F.

W. E. GORMAN, Div' 95.

CRESTON, IA., June 11th, 1888.

EDITOR MONTHLY:—It has been some time since Division No. 21 has been heard from. will try and give the brothers abroad a short account of how we are progressing. We are receiving new petitions for membership nearly every meeting. We initiated one new member at our last meeting. He is a man who has been running a train on this division of the Great Burlington Route, (or as commonly called by the strikers *The Great Scab Route*) for the past six years. He will make a good member of the Order. Since Division 216 was organized at Ottumwa, Ia., Division 21 has decreased in membership. Many of our best members who reside in Ottumwa and run between there and Creston have taken transfer cards and become members of division 219. Members of the West Iowa Division No. 21 do not like to have our membership decrease so fast but we cannot blame the brothers for becoming members of the division where they reside and where they can attend the most. Two members of Division 21, and the only members we have who had grown to the ripe old age of bachelorhood have taken unto themselves a *Better half*, or in other words, new managers. They are Bro's. Wm. N. Poor and Geo. M. Laughridge. They were married April 22nd, 1888. Bro. Poor married Miss Fannie Robins of Creston, and Bro. Laughridge, Miss Emma Porte of Corning Iowa. Both ladies are capable of becoming managers of a conductor's home, especially during the absence of the head of the family. Bro. L. was given a very pleasant "house warming" on the evening of May 29th, 1888, by the conductors running upon the C. B. & Q. They took Bro. L. and his bride by surprise. There were present about forty persons. Bro. L. and his bride were presented with a "solid silver water service," as a token of their esteem and friendship for Bro. L. and his charming bride. The presentation speech was made by Bro. P. C. Hawkins C. C. of Division 21, in well chosen remarks and responded to by Bro. L. in behalf of himself and wife. After the handsome present had been viewed by all present the ladies served a delicious lunch which was

well prepared. The rest of the evening and until a late hour was spent in social games and talk. All went home saying they had not spent a more pleasant evening in a long time.

Perhaps some would like to know how we are getting along regarding the strike. The only and best reference I can give is to just come and take a ride over the "Great Rail Route." I'll wager all would say there is no strike on the Q. Everything is moving along nicely on this division and on other divisions also as we do not hear of any great trouble. Business is better on this division than usual at this time of the year. The business is being handled by the new Engineers' Firemen and Switchmen successfully. We have not had an accident on this division for most two months which speaks well for our division. It is very hilly and more liable to have accidents than on a level division.

The officials on this division are taking off the pilots and in a very short time there will be no pilots on any engine. Passenger and freight trains are making just as good time as before the strike and many stock trains have made faster runs than were ever made by the old engineers. All the conductors are regretting that our officials are taking off the pilots. All conductors and brakemen who piloted the new engineers were paid just the same wages as the engineer and were making from \$125 to \$160 per month, and the only grief he had to endure was being called a "scab" by the strikers and this has grown to be an old "chesnut" with the employes of the "Burl System." The freight conductors and brakemen have received an increase of pay which took effect last May, increasing conductors pay from seven to twelve dollars a month, the brakemen's from five to seven per month according to business. The strike at this point has been a detriment to this city financially and socially. The strikers "boycot" every move that is made on the employes. The Brakemen's Brotherhood are getting up an excursion from this city to Des Moines, Iowa, for the 20th of this month. The strikers are doing all in their power to "boycot" the excursion. Have understood that the boys have sold a large number of tickets outside of this city along the road between here and Des Moines. It is to be hoped their excursion will be a success both socially and financially as they are deserving of the patronage of all freeminded people on such occasions. Will see you again.

One who is always ready to "Pilot."

G.

TRENTON, MO., June 21st, 1888.

EDITOR MONTHLY:—It has been a long time since I have seen anything in the MONTHLY from Division 42. But let by-gones be by-gones. We have a prosperous division, about fifty-six members, and still adding an occasional one when we find the right kind of timber to make them of. Most all the members of 42 are employed by the same Company, viz., the Southwestern branch of the Great Rock Island Route. This tends to make us better friends and more intimate than we could be under any other circumstances; there is no jarring or discord, every one is glad to see every one else happy. The Rock Island Road has long been popular for its good treatment of its employes, and the officials of the South-western Division lead the procession. Our old time tried Superintendent, G. F. Walker, believing there was millions in the banking business, resigned his position the first of the year, and in company with some other big Moguls, opened up a big bank in Ed. Comen's old hang-out (Kansas City). C. L. Ewing, our former old claim agent, was appointed Supt. in Mr. Walker's place, and he is certainly the right man in the right place. He has already built up one of the finest railroad systems in the West. I doubt if there is a man in America that could have made as many decided improvements in so short a time. Things are no more like what they used to be than day is like night. Runs that used to take from ten to thirteen hours to make are now made in from five to seven, and sometimes less than five hours.

Mr. Ewing, contrary to the custom of most new Superintendents, held all his old men and has given us all the assurance in the world that so long as we try to do right we can stay. It is a pleasure to work for such men, where you have good runs, good train-dispatchers, good cabooses, and where you are treated as an equal and not as a slave. In speaking of our Superin

retired from the service, and from this group of retired conductors T. B. Cole, still with the road, is the one. He has held the position of train-master in the past twelve years at this point, and has in this time been promoted to the position of train-master, and is now a life conductor with the road. T. B. Cole, of Cole, has just passed in conductor, T. A. Stenich, is a promoter for the position of train-master in the Western Division, and is to his new duties with all the dignity of an old official. Here is a man that is probably as well known as any man in the Order to day outside of the officers of the Grand Division. He was for a long time C. C. of 42, and for the past year has been holding the Secretary's chair down. His appointment as train-master was well merited. He was one of the oldest employees in the train service. He has the ability and the pluck to back it up, and it would be no surprise to us to some day see him holding a Superintendent's office on some of the new lines the company is building.

Bro. Crawford has taken charge of Bro. Stone's run, and Bro. Covington is doing the extra work in brass buttons. Bro. Kelley, another well known member of 42, has left us. He has understood has accepted a position with the D. & R. G. Co. Bro. Craig, of Div. 106, was promoted to Bro. Kelley's run, but being a little leery of the girls in Missouri, thought the best thing to do was to come loaded, so he took unto himself a *little wife*. Bro. Parker was appointed claim agent about one year ago, and he is a dandy at the business. If 42 don't send him to the Grand Division next time I will always think they ought to, for he can come pretty near saying what he wants to, and that too in such a way as to be understood.

I have made this article longer than I intended, but must not close without mentioning our brothers on the Q. M. & P. R. R. This is a line running from Quincy to Trenton. They have only five conductors; four of them belong to 42, and there are no other four members more popular in the division, always ready to extend a favor, even at their own exense. Bro. Oliphant can bear me out in that, but never mind, Dave, there is a way to even up, *you know*. It is pretty hard to tell which one of those four is the favorite, but rather think it stands between Bros. Moore and Oliphant, with Bro. Oliphant about one corn row ahead; he is so modest and temperate, and such a class-leader in the Methodist church, he cannot help but stand in.

Now, Bro. Editor, if you can find room for this outside of the waste basket I will promise not to come again soon, but will leave this kind of work to some one more able to handle it.

Yours truly in P. F.,

THEO. HEWES.

BLACKFOOT, IDAHO, May 10th, 1888.

EDITOR MONTHLY:—If you will allow a preacher a privilege, and to quote from your April number, "I perused the pages of your April number with pleasure. Therein I saw many good points, and *one* it seems to me not up to the standard," &c.—this from N. E. D. of St. Albans Division, No. 24. Now I want to state right here that the boys in their way had "unlimited fun," and every one was greatly pleased with the affair except the "parson" of the M. E. church, who is the writer. I was in Pocatello on the night of the ball and never have I seen or heard the after result so complimentary to a set of men as was the occasion to the Division No. 209. We are not so far behind the rest of men in this extreme West but that we have our own idea of what is right, and it was particularly fitting for the manager of the hotel to close the bar on that particular night, not because of the conductors but because of another and larger element that makes its abode in Pocatello. I know every conductor on this Division, and I do not know one of them that was ever under the influence of liquor, neither do I remember ever having seen one of them at the bar in the hotel. They are a representative set of men, and fully merit the appellation, manly men.

Now a public ball is public property, and any man has the privilege of attending it if he pays his money. The same code of honor that would not permit a conductor disgracing himself on the occasion of a benefit given by his Order, would not apply to others who have no interest in

there, excepting the enjoyment they might derive, so they could visit that town and make merry as they pleased, and our result to the participants on the ballroom floor while under liquor's influence. A man cannot purchase liquor any where else in Pocatello, and the fact that the bar was closed in the level precluded the possibility of men obtaining liquor, and by so doing breaking upon the enjoyment of an evening's get-together. Let me just say that the bar was not closed because of fear that conductors would disgrace themselves, but because of a tendency that will always manifest itself in any community similar to Pocatello, for men to indulge in drink, and thus do harm. The town is a railroad town, having for its population men of every grade, from the Superintendent down to the section man; and while various ones of every element are gentlemen when sober, the tendency is for them to forget themselves when under the influence of liquor and do things and go to places that they would not do or where they would not go when sober. Hence for this reason Mr. Keeney certainly displayed sound judgment in closing a place the keeping open of which would seriously have marred the unlimited fun the boys of Division 209 got out of their ball.

Now lest I be misunderstood, let me say that I am not in favor of dancing at all, but until I can do my little to influence men to abstain from it, I must be satisfied to work to that end. My only purpose in writing thus at length is to correct any false impression that may find lodgment in any mind, that the conductors in the North-west have principles or habits that are in any way lower than the most excellent held by the noblest brothers of the Order in the East.

Yours,

G. C. STULL.

ST. THOMAS, ONT., June 28, 1888.

EDITOR MONTHLY:—The long looked for entertainments and drawing for the benefit of Bro. Wm. Faulkner came off last evening, and to-day the members of Union Division No. 13 have formed themselves into a mutual admiration society over the unbounced success of the affair, and are overwhelming with congratulations Bros. M. S. Ryan, Alex. Smith, and Geo. Gillespie, the committee, who certainly deserve all the credit that can possibly be given them. They have developed a talent for work of this kind which will undoubtedly insure their being called upon again on some future occasion; in fact, Bro. Gillespie has serious thoughts of abandoning rail-roading and taking a troupe on the road.

On the evening of June 26th the "Doctor of Alcantara" was presented by the St. Thomas Amateur Dramatic Co., and was highly appreciated by a well filled house. The next evening, June 27th, the Woodstock Amateur Opera Co. gave Gilbert & Sullivan's "Mikado, in beautiful style," to use the words of the *St. Thomas Evening Journal*, "For an amateur presentation the result was a surprise and a revelation, for in all respects a high standard of excellence was reached, and in some particulars, such as the beauty and grace of the young ladies, professional companies would find it difficult to surpass this company." And we heartily agree with it; in fact, the above is quoted as the reason for Bro. Gillespie's sudden determination to quit the road. The only fault the critic of the above mentioned paper could find was that the lady who played "Katisha" was not sufficiently "decayed" for the part. At the conclusion of the performance the St. Thomas Co. gave a reception to their friends from Woodstock, the former in full evening dress and the latter in their gorgeous costumes, making a very pretty scene. At each performance each lady was presented with a Mikado fan on which the programme was printed in colors, which proved quite a feature. During the intermission between acts our C. C., Bro. A. W. Martin, thanked the audience for their liberal patronage, and announced the drawing, which was conducted in the following manner; The cards on which were inscribed the different prizes were placed in blank envelopes and deposited in a glass vessel, stubs of all tickets sold were placed in a box, and two little girls (not from school, they were too small for that,) were selected from the audience, one drew a stub, the other an envelope; these were handed to the scrutineers who announced the number and the prize it called for. Messrs. S. Perry, city treasurer,

Jas. S. Brierly, editor *St. Thomas Journal*, and H. Wallace, manager St. Thomas Loan Co., acted as scrutineers, and we take this opportunity of thanking these gentlemen for this and past favors. Enclosed you will find a list of winning numbers.

We are pleased to be able to announce that as a result of our efforts we shall have about \$700 for Bro. Faulkner's benefit, and tender our sincere thanks to all members of the Order who have by the sale or purchase of tickets assisted us in our labors. Also to the members of the A. O. U. W, for their kindness to our and their brother in his hour of need. And taking it for granted, Bro. Editor, that you will give this a place in our well beloved MONTHLY, and thanking you in advance for the same, I am, sir, truly yours in P. F.,

THOS. E. JONES,
Correspondent Div. 13.

The following is a list of the tickets which drew prizes, the person who drew them, and the articles drawn:

Ticket No. 854 was drawn by M. A. Temple, gent's gold watch; 8775, Mrs. E. A. Lobdell, ladies' gold watch; 11801, Geo. Learn, gold-headed cane; 10022, W. H. Kedzie, half dozen silver knives and forks; 537, J. Cleary, gold bracelets; 9116, J. Francis, silver pitcher; 7735, P. Fox, berry spoon; 538, J. Swift, Wheaton lamp; 8898, T. McBeth, 1 dozen dessert spoons; 10523, R. Dennis, silver tea-set; 5162, C. C. Peterson, ladies' silk corsets; 8893, H. Smith, silk umbrella; 7726, J. Noonan, photo album; 3429, R. C. Weyer, Wheaton silver lamp; 9413, A. Landon, silver toilet set; 9247, Miss A. Sample, Chambers' Encyclopedia.

DE SOTO, MO., July 12th, '88.

EDITOR MONTHLY:—I notice a number of the brothers use the columns of the MONTHLY to voice their sentiments and opinions, and I being a member of Number 3, ask the same privilege. There is about twenty members of Number 3 running out of here, and as we do not get to attend division meetings often, we know very little of what is going on except what we hear out side or read. I have read so much in the MONTHLY about strikes, circulars, license and responsibility of train men, that I desire to give my views on the subject.

In the first place I will say a few words on the much talked of "Q" strik. Now our noble Order is founded on the principle that every man has the right to put his labor on the market at whatever price he may choose, as long as it is satisfactory to him and his employer. And if A leaves his position of his own free will because he is not receiving what he thinks is a just compensation, B has a perfect right to take A's place if he wants too, and the wages are satisfactory to him. Now all the conductors had a perfect right to take the engines the "Q" engineers left if they wanted too, but for the sake of peace and harmony, I think it would be better if they did not. If there is one thing more pleasant than another, it is friendship among co-laborers. All labor organizations are banded together with but one aim in view, and that is to better their condition financially, but they have different methods of bringing about this result.

The engineers and firemen were trying to better their condition financially, and adopted what they considered the best means to bring it about. We will leave out the question of whether they were well or poorly paid. They still had the right to put a value on their labor. We are employed as conductors, and I admit the right of any of us to accept any position that is offered us. Still I don't think there is one official out of one hundred that would discharge us for refusing to do other duty providing they had given satisfaction as conductors. And as I said before for the sake of peace among our fellow men, let us remain neutral. And as for the Belknap circular he had a right to issue it if he wanted to. And I have no word of censure for Bro. Belknap, but to avoid strife it would have been better never to have been issued. We are under no obligations to the B. of L. E., and a federation (if possible) would be a detriment to our Order, besides this principle of force will never be a success.

If there is a federation of train men it should be limited to conductors and brakemen, for their interests are identical, but if we go outside of that we would always be in hot water.

Another thing I would like to see stopped, is the "mud throwing" through the represent-

ative magazines of the different labor organizations. Too many members use this method to get even with some individual, and abuses the whole order to accomplish it. This is not confined to one order alone but all of them. And I think the various editors had ought to refuse to publish such trash, especially among the brakemen and conductors. If anything we are more closely related than the engineers and firemen. Their interests are identical and the success of one to a great extent is dependent on the other. If a conductor has a good crew of brakemen it takes much the worry off his mind, for he knows that when he tells them to do anything it will be done, and he is not frightened out of his boots all the time for fear that they will smash up cars switching, that they will set out the wrong car or that they will let the train run by meeting points, and a hundred and one duties that brakemen have to perform and the conductor is responsible for.

On the other hand if the good brakemen has a good conductor he need have no fears of always braking. And right here I want to say it is all nonsense for the leaders of the B. of R. R. B. to say that conductors are not the brakeman's friend. Come down here on the Iron Mountain and I think you will find plenty of the B. of R. R. B. boys that are conductors and good ones too. And if you ask them who first recommended them, nine out of every ten will answer their conductor. And I believe the tenth one would also. So let us hear no more about the enmity between the O. R. C. and the B. R. B. when it is only a few individuals through the columns of their magazine. The conductors of to-day were brakemen yesterday, and the brakemen of to-day are conductors of to-morrow. Who recommended the conductors of to-day for trains? The conductors of yesterday of course. They are the only ones that can tell whether a brakeman is capable of running a train or not. What can the trainmaster sitting in his office tell about whether a brakeman is safe to be trusted with a train or not. Therefore he relies on the recommendation of his conductors for his new men.

Now there is a great deal said about the responsible man on the train. Now all will have to admit that the conductor has charge of the train from the tip end of the pilot to the rear draw bar, but if the other men on the train fail to do their duty, he will get into more trouble in one day than he can get out of in six months.

Every man on that train is responsible, and if one fails to do his duty he is liable to cause an accident. The engineer's duty is to look out for everything in front and if anything is wrong that it is necessary to stop he either puts on the air and stops, or calls for brakes. Then the brakeman's responsibility comes in; if he does his duty all's well; if not, perhaps a collision or wreck. Take a heavy freight train going down a hill, if the brakeman suddenly refuse to set brakes I am afraid the "bold engineer" or "heroic conductor" would be of little use. The conductor is put on a train to oversee everything, and see that all goes right and that the orders of officials and dispatchers are carried out. But if the rest of the men should desert at a critical moment when they were most needed, I am afraid he would be "small potatoes and few in a hill." And if the engineer came dashing up to a station where he had to take siding for a train and the train men refused to hold him up, I am afraid he would have to jump or die at his post. Thus I say the responsibility of a train rests on the entire crew.

Now a word in regard to the license bill and I am done. First, I am opposed to it; it has some good points but more bad ones to offset the good ones. The first is the cost of the license. Next, time lost in going after them. When you get a license it will not hold your position, new officials wanting to make room for old employees.

You can't compel a company to keep you if they don't want you; whether they have cause to discharge you or not; you can go. There are lots of men that could go before a board of examiners and answer the most difficult questions that would not know what to do if put out on the road with a train. And on the other hand I have known good men on the road who knew just what to do in any emergency, that could not pass an examination in the Train Master's office. Suppose a conductor forgets a train, or an order or something that would cause him to get in trouble. His license would be revoked, and the best years of his life would be wasted in

learning a business or trade that now he would not be allowed to work at. I don't believe there is a man of five years' experience as conductor that can truthfully say, "I never made a mistake." No, brothers, don't let us handcuff ourselves with a government license, but rather let us work so that a division card will be license enough for employment wherever a conductor is wanted.

Think over these remarks I have made and let us hear from you brothers. I have made this letter rather long, but I don't come often, and if the Editor will crowd out a little original poetry and "mud throwing" I think he can find room for it.

Yours in P. F.

PEACE & HARMONY.

[It is evident that the brother when he undertook to discuss the License bill has got into deep water; and he has either not studied the bill or else his conclusions are wrong. We advise him to get a copy of the bill and study it carefully, and we think he will change his mind.]

EDITOR.

DUNSMUIR, July 12, 1888.

EDITOR MONTHLY:—As the July MONTHLY contains a communication from this place to the effect that the Shasta Division is manned by O. R. C. men, so far so good. Now for the rest of it. There are on the north end, Dunsmuir to Ashland, three crews. Here at Dunsmuir the trains commence to reduce. Freight crews are obliged to make up their own trains, as it is claimed that the company will not allow a yard crew. Time required to make the run from Dunsmuir to Hornbrook is from 14 to 16 hours; distance, 62 miles; leaving this place with three ten-wheelers that require wood inside of ten miles; 13 loads for two ten-wheelers, 20 loads for three ten-wheelers, and don't forget that this is a wood-burning division. At Igerna the helper is cut out; one engine then to Hornbrook. The crews lay over at the latter place and occupy their time by reducing trains, that is transfer freight, and make all full loads possible; wood up engines, make up a train, transfer freight, that requires from two to four hours hard work before the train is ready to leave. All ready they start over the Sikyou Mountains prepared to take in anything from the beautiful scenery along the Shasta Basin to more yard work at Ashland, where we have to make up our train, wood up or coal two engines before leaving for Dunsmuir, that requires from 18 to 36 hours to make the run. If trains are late, which the latter is the rule, not the exception, we have to double right out as soon as possible. The last act done, just before our arrival is to bring in a full tank of wood to switch with in the yard. Every day in the month on the road on the north end except our lay-over at Hornbrook. Saw mill spurs and wood spurs thick enough to suit almost every one. Ten loads is a full train over the mountain from Hornbrook to Ashland with two ten-wheelers. Wages for conductors, \$100 per month; brakeman, \$80 per month. On the south end, from Dunsmuir to Red Bluff, work is different, being far easier. Wages for conductors, \$85 per month; brakeman, \$65 per month, with good lay-over at Dunsmuir for regular crews. A good class of trainmen are now employed, but if "signs" are to be taken, not many of the present force will be here to see the foot-hills of Shasta covered with the beautiful. If business picks up to justify the placing of yard crews where they are needed, and assistance given at "reducing" stations, agents taught the art of making out switch lists and assist to check freight, instead of counting pieces, and if rule 61 be now and again looked to, we might all yet be contented and say 'tis well that we are here.

Yours in P. F.,

65, No. 91.

EDITORIAL.

THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor*.

E. H. BELKNAP,

W. P. DANIELS,

A. B. GARRETTSON,

W. J. DUBBIN, *Associate Editors*

RAILWAY SOCIETIES AND RAILWAY PROPERTY.

It seems to us a proper time to discuss a question like the above, and it is a question that will admit of much discussion. There are nearly as many views as there are different persons to present them; all agree however, that as far as organizations can be relied on to benefit the individual it must benefit the service, and so far as it is continued in this line, is without a question a benefit to all. All organizations are formed ostensibly for individual benefit, but it is true, that all organizations help the weak and incompetent at the expense of the strong and competent, and if at any time in their history the the former gets control, trouble ensues, and perhaps dissolution follows. From this line of reasoning, we must deduce that idea that as long as organizations keep to their legitimate work they cannot help being beneficial to the railway property of the country. This raises the question as to what are the legitimate ideas in the operation of such societies; as we understand it, to sustain one another in the hour of trial, relieve the sick, bury the dead, care for the widow, educate the orphan, and educate the membership, and we submit that in the above Christian objects there can be nothing but what will prove itself invaluable to the railway property of the country, but where you add to the above the forming of the society into a trust for the purpose of forcing the price of any commodity to a limit that the trust is to be sole judge, we unhesitatingly pronounce it against the best inter-

ests of the railway property of the country, by the membership in any order. A corner in wheat, flour or pork is felt by every one, and we hear it condemned on every hand, yet we have heard expressions of sympathy for those who claim to have a corner on the labor market, and why, we cannot imagine, they are similar in other actions and detrimental to all concerned. Add again to the first mentioned ideas an obligation that all will stop work, quit employment at the beck of either an individual or majorities are obligations that most certainly curtails a mans right as a citizen, and opens the door for abuse of any and all kinds, making the conservative law-abiding citizen the tool of the radical and aggressive class. Great harm comes to it and we do not hesitate to pronounce such organizations as being detrimental to the interests of the railway property of the country, and not only to this but to the country itself.

We find in this day and age too many men who are willing to listen and act when the feelings are wrought upon, and the baser passions are called into action, to hazard any experiments with the power vested in a corporaion of ten, fifteen or twenty thousand men, and this is the sole reason why managers of railway properties have been loth to assist in the work of our organizations and not until all are brought to a true sense of their position as factors in the management of interests in which all should be interested, will this time come: We assert without fear of successful contradiction, that there are not five officers of lines to-day, but what will co-operate with their associate employes in any legitimate undertaking to better their condition as men. In our eight years experience in almost daily contact with employes and officers, we have been treated courteously and have personal knowledge of the kindness of heart of many who have gone outside of legitimate lines to benefit their employes. We believe that men of all ages and degrees have made mistakes, and we know that it is easier to criticise than counsel, but if we can only learn the lesson to counsel more and criticise less, all will be benefited. Let us make our division rooms schools for the education of our members. Let us come together for that purpose, not to growl and find fault about that which we hav'nt got, but let us educate ourselves that we may be still more worthy to receive better treatment and increased salary. In a word, let us operate our societies as they were originally designed, and make ourselves as employes, worthy of full consideration, invaluable to the railway property of the country and all with them receive the full measure of their merit.

OBLIGATIONS.

At this time when we hear so much about secret societies, and there is so much agitation in the atmosphere, the above topic seems a very appropriate one. Some of our readers may be surprised when we call their attention to the first obligation that a man is under, in this life. It is to your mother. Reader, be you young or old, rich or poor, high or low, stop for a moment and consider it. You may have taken obligations by the score, is there one in any sense that can equal your first and greatest of them all? Any man who forgets this first and greatest obligation is unworthy the name of man, and he who violates it, is not fit to assume others. She may be with you to-day. Is there a person in the world that finds a more ready excuse for your errors? Is there one that applauds more heartily your success? And when fever burns your aching brow, no hand is quite so soft as mother's. We, with one accord, both old and young, turn instinctively to our first obligations, from which we can never be absolved.

Another, and in binding force it equals the first. As I write, a picture flits through my mind. It is that of a nicely furnished parlor; near its center stands two persons, a gentleman and a lady; in front of them, a short distance away, stands a man whose garb and demeanor announce him to be a minister. I see hands joined, and I hear the second obligation, in force, taken. We have all heard it, and we will all recognize its binding force. The scene changes; we find a bright and happy cottage home and little children sporting about the lawn. How much this obligation has increased as the years roll on; and to-day there can be no obligation drawn, or words used that will convey an obligation more forcible than that which was taken at the marriage altar. All others sink into insignificance when this is considered, and the man who has any manhood in his composition will regard them at all times as first and paramount to all others. We say, unhesitatingly, that all obligations taken, that in any way conflict with these obligations, sink into insignificance when compared with them. Every man in the conduct of his business of life, or in his associations, should keep these obligations in view, and the taking of any obligations that in any way jeopardize the interests so closely guarded in the former, sacrifices on the altar of self the greater portion of manhood.

So far as our knowledge goes, we know of no obligations (except those of the strike societies,) that are intended in the slightest to compromise or counteract these most solemn obligations. In view of these facts, there is indeed opportunity for education among the masses of

American people, particularly those who work for a living, as their duties and the manner in which they should govern their conduct in accord with the obligations, both voluntary and involuntary, which they have assumed. We shall yet hope to see the day when that which is most honorable and elevating in men shall predominate; when the care of our mothers and families shall be our duties, and all other matters should be left to a secondary place in the transaction of our business. Living examples without number can to-day be shown, that illustrate this necessity more fully than tongue or pen can ever portray.

OUR POSITION.

The Order of Railway Conductors have, from first to last, ever since the laying of the corner stone of the organization, opposed, with all their strength, any platform or portion of principles of any organization, which give opportunity in the slightest, for the membership of that organization to engage in any acts which were unlawful, and we can scarcely see, with the evidence at hand, where any of our organizations can afford to do so. We find that all organizations, as soon as their membership commit acts detrimental to the citizens of the country and contrary to its laws, that they hasten at once to disclaim any responsibility for such acts, and endeavor, as best they can, to shirk any quasi-responsibility, for such acts. These facts should be a lesson to all labor organizations.

The Order believes that every citizen, as such citizen, has rights which every other citizen is bound to respect, if by no other law than that of right. We find that it is those who pay the least respect to the rights of others who are the very ones who insist, at any and all times, that their rights must be respected, and protected, and are ready to use all means, either honorable or dishonorable, to compel others to respect that right.

The platform of individual sovereignty is, perhaps, not as popular with the lower strata of railway service as that of many of our antagonistic organizations. What we mean by the lower strata in the railway service is those who are ever ready to jeopardize human life, terrorize citizens, insult women, lay in saloons, and in a word, do nothing to elevate the moral standing, and assist mankind to a better position in life, but are ever ready to do any and all things which they may find to do to demoralize society and damage the reputation of any honorable citizen.

The Order has always condemned such acts, and for so doing has

been met with a swarm of vituperation from its principle opponents. But it has continued on its way, gaining in favor each day, upon the merit of its conservative action. The Order reserves the right to condemn wrong wherever it finds it, and in so doing does not expect to escape condemnation when it does wrong. It will endeavor, at all times, to continue on its platform of right, and all of the mis-statements and personal abuse in Christendom will not change its course one iota from that marked out, and followed nearly twenty years.

To the Railway Officials, Conductors, and Railway Employes of the United States, Canada, and Mexico:

We take pleasure in coming before you in the new name of our association, "The Railway Officials' and Conductors' Association," formerly the United States Railway Passenger Conductors' Accident Association. The old Association, after four years of uninterrupted and remarkable success, stands without a parallel in the history of insurance. It is a matter of grateful congratulation that it has been blessed with an exemption from death in its membership resulting from accidental injury since its organization in 1884, and its indemnity claims, amounting to thousands of dollars, have been paid to injured members weekly, while not able for duty, and at a time when money is most needed; a reputation it has maintained throughout its existence.

For the great interest expressed and manifested by Railway Officials throughout the country in the prosperity of our old organization, by proposals of membership and their aid and influence so generously tendered—as a compliment to them—we have changed the name of our organization as stated, and as a result several hundred officials promptly became members. With all its success it is believed sincerely that even greater prosperity will be vouchsafed to the new organization. It is, therefore, with pardonable pride and confidence we recommend to your esteem and patronage the Railway Officials' and Conductors' Accident Association.

Faithfully yours,

W. K. BELLIS, Secretary.

At a Director's meeting, after organizing, Harry King, our former president, requested that an examination be made of the books of the Secretary and Treasurer, and records of the Association for the year 1887 and the first quarter of 1888; and the Secretary requested that, in justice to all concerned, an examination be made, not only for 1887 and the first quarter of 1888, but from 1884, the date of organization. The President, Harry King, appointed an auditing committee from the Board of Directors—Lafayette D. Hibbard and Chalmers Brown, to employ an

expert to make the examination. The committee appointed Col. J. H. Shannon, formerly Clerk of Laporte county, Indiana, an expert, to do the work. It affords us pleasure to present to you the following report of the examination.

L. D. HIBBARD, President.

STATE OF INDIANA, }
COUNTY OF MARION, } ss:

James H. Shannon, of said County of Marion, and State of Indiana, being duly sworn, deposes and says: That he is the person appointed expert by the Auditing Committee of the Railway Officials' and Conductors' Accident Association, to examine the books and accounts of W. K. Bellis, Secretary of said Association, and that the document hereto attached is the original report made by him, the said Shannon, to said Auditing Committee.

J. H. SHANNON.

Subscribed and sworn to before me this 29th day of May, 1888,

[SEAL.]

HENRY B. JAMISON, Notary Public

Marion County, Indiana.

To the Auditing Committee Railway Officials' and Conductors' Accident Association:

In compliance with your request, I have examined the books and accounts of W. K. Bellis, Secretary of your Association, and submit the following report:

The items of Indemnity, Loans and Commissions, need no explanation at my hands.

Regarding the item of office furniture and fixtures, I desire to say, at the request of Mr. King, President of your Association, I have made a full and complete abstract of all articles purchased in this account, with date of payments, and submit the same herewith for your consideration.

The item of expense is largely made up of printing, advertising, rent, and postage. Several hundred dollars for printing I find to be necessitated by the change in the name of your association.

The postage, for which vouchers are not obtainable, is, in my opinion, just and correct. I judge this from my own experience in sending out circulars and other mail matter for society insurance organizations, and also from observation of the very large amount of mail matter sent out from day to day by your Secretary since I commenced this work. I note the fact, that during the years 1884 and 1885, your Secretary received no compensation for services rendered. The first charge to his account for such service was made January 15, 1886. While I find the books in rather a crude condition at the beginning I deem it an act of

justice to your Secretary to state that I find the Association at that time had no means to employ competent assistance.

I find the books at this time in good hands and well kept. I cannot close my report without thanking your Secretary for furnishing every facility for a thorough and complete investigation. All his books, proofs, vouchers, applications, and all other papers of information required were cheerfully furnished and without the least reserve on his part.

In conclusion I will say that I believe him to be a reliable, competent, and efficient officer, and well worthy of your continued confidence.

Respectfully submitted,

J. H. SHANNON.

INDIANAPOLIS, IND., May 15, 1888.

At a meeting held May 15, 1888, the foregoing statement was found to be entirely satisfactory, and was unanimously accepted and ordered to be spread upon the minutes of the Association.

L. D. HIBBARD, "Vandalia Line,"

CHALMERS BROWN, C., I., St. L. & C. Ry,

A. BULMAN, I., B. & W. Ry.,

Executive Board.

We are pained, indeed, to notice that the Brotherhood of Locomotive Firemen's Journal, after a dignified course ever since its first issue, has descended in its July issue to engage in the general mud-throwing course of some of its associates. We have always admired it for its dignified course and hope that the July issue will be the only exception to the rule.

The Editorial Department of the RAILWAY CONDUCTORS' MONTHLY will not be used in any case to vindicate the personal cause of any Grand Officer or member of the Order.

LEGAL.

Edited by R. D. FISHER, Indianapolis, Ind.

Master's Liability—Porter—Negligence Of, Pistol Wound—Damages To Passenger. In an action for damages by a female passenger who received a serious pistol shot wound while traveling in defendant's car, by the negligent handling of a pistol by the porter in charge of said car, while in the discharge of his duty, whereby he negligently permitted said weapon to fall upon the floor and was discharged, the ball entering her body inflicting a painful and dangerous wound.

The company denied its liability on the ground that the porter was not in the discharge of his duty at the time of the accident; that the pistol was the property of a passenger on said train who requested him to carry it for him; that said porter in so receiving and carrying said pistol violated defendant's rule directing them not to receive any package, baggage or article of luggage from passengers or to become custodian thereof. On appeal—

Held, 1. That the company is liable for the act of its servant when done within the scope or general course of his employment, although done contrary to the company's orders.

Held, 2. That a railway company is responsible to a passenger injured by the negligence of its porter in letting a pistol carried by him fall upon the floor, although he was carrying it for a passenger, and he was expressly forbidden to carry any baggage for passengers.

Henrick v. Pullman Palace Car Co., U. S., Dist. C., Feb. 9th, 1888.

Action In Tort—Assault By Conductor—Seizing Parasol For Fare—Reversal. Action in tort and for damages wherein the evidence showed that plaintiff took passage upon defendant's train; that she paid the fare to the conductor; that subsequently the conductor demanded the fare again, and denied that it had been previously paid, and upon her refusal to again pay her fare, he demanded the possession of her parasol as security, which was also refused, whereupon he seized and wrested it from her hands. She struggled to retain possession of her property and in the struggle was injured, insulted, mortified and made sick resulting in premature birth etc. In the trial court, upon the findings, the court ruled that if a conductor for the sole purpose of seizing such property to reimburse him for her passage without right to do so, commits an assault on a passenger, the company is not responsible in trespass for such acts.

The plaintiff appealed. *Held,* That a railroad company is responsible for an assault and battery by the conductor of one of its trains upon a passenger in seizing or attempting to seize her property, a parasol, against her will to enforce payment of her fare, judgment reversed.

Ramsden and Wife v. Boston & Albany R'y Co., Mass., S. C. 104, Mass. 117.

Note. The use of unwarrantable violence in attempting to collect fare of the plaintiff was as much within the scope of the conductor's employment as the exercise or threat of unjustifiable force in ejecting a passenger from the cars. Neither the corporation nor the conductor has any more lawful authority to needlessly kick a passenger or make him jump from the cars when in motion, than to wrest from the hands of a passenger an article of apparel or personal use, for the purpose of compelling the payment of fare. Either is an unlawful assault; but if committed in the exercise of the general power vested by the corporation in the conductor, the corporation, as well as the conductor, is liable to the party injured.

Personal Injury—Infant Passenger—Care Required of Conductor. In an action against a railway company for injuries, it appeared that plaintiff was an infant ten years old; that the conductor took plaintiff's fare, and asked him where he was going, but failed and neglected to

inform him that the train ran past the station for which he was bound, to a switch, and then backed into the station; that plaintiff did not know these facts; and on the train passing his station, he became alarmed, and jumped off, sustaining the injuries complained of.

Held, That the Conductor was guilty of negligence which render the company liable in damages.

Hemmingway v. Chic. M. & St. P. Ry. Co., Wis. S. C., Apr. 17, 1888.

Note. In order to rebut the presumption of negligence, and justify a recovery for injury sustained in getting on or off a moving train, it must appear that the passenger was, by the act of the conductor, put to an election between alternate dangers, or that something was done or said, or that some direction was given to the passenger by those in charge of the train, or some situation created, which interfered to some extent, with his free agency, and was calculated to direct his attention from the danger, and create a confidence that the attempt could be made in safety. As a general rule, imprudent conduct on the part of a passenger, growing out of sudden fright, is chargeable to the person (conductor) whose negligence gave rise to the alarm.

Haff v. Ry. Co., 14 Fed. Rep. 558; *Solomon v. Ry. Co.* 9 N. E. R. 430.

Passenger—Contributory Negligence—Information by Conductor. Where a passenger took a wrong train through his own fault, and was informed by the conductor, after the train started that he could not stop at the point he wished to go, but, by taking a rear car, could stop at a station beyond, and return to his destination later. Plaintiff, in crossing the platforms of the moving train to reach the rear car, collided with a passenger, and by a sudden lurch of the train was thrown from the car and injured.

Held, That the information given by the conductor was not such a command or direction as to justify plaintiff in going to the rear car at the risk of the railroad company, and for injuries received there could be no recovery.

Stewart, v. Boston etc Ry. Co., Mass. S. C., May 4, 1888.

Carrier of Passengers—Ejection by Conductor—Where and When—Damages. In an action against defendant for damages for an alleged illegal ejection from a railroad train, wherein the plaintiff took passage at an early hour in the day, having been unable to secure a ticket as the station was not open, and, upon the conductor's demanding ten cents more than the price of a ticket, refused to pay more than the ticket price, and was ejected from the train at the next station, which was not open, the weather being very cold, when in fact he could have been ejected within a few yards of his home.

Held, That a charge that, "if he was not liable to be expelled from defendant's car, and was expelled at an unreasonable hour in the morning, where he was exposed to weather, when he could have been ejected near his home," he could recover exemplary damages is not faulty as correctly stating the law as to the proper place to eject a passenger when necessary.

Held, That a charge to the effect that actual damages could only be recovered, is erroneous. Judgment in damages affirmed.

Hale v. South Carolina Ry. Co., S. C. S. C., March 20, 1888.

Note. Before ejecting from a railroad train a passenger who declines to pay his fare, the conductor must first have the train stopped.

Oorgan S. C. 7. Pac. Rep. 508.

A regular station is not an improper place to eject a passenger, although there may not be a hotel for public accommodation at that place.

U. S. S. C., 15 Fed. Rep.

Where the legal right of a conductor of a railroad train to eject or remove a passenger from the cars exists, he must effect the removal at a proper place, and in a proper manner, and with no more confusion, force, or violence than is reasonably necessary for the purpose.

U. S. S. C., 13 Fed. Rep. 116.

If a conductor uses unnecessary force in ejecting a passenger wrongfully from the train, the company will be liable in damages for injuries sustained thereby.

R. R. Co. v. Bills, Ind S. C. 3 N. E. Rep. 611.

A trespasser may be ejected from a train after it has stopped at a place other than a depot or station, provided care is taken not to expose his person to serious injury or danger; but, in such an ejection, the railroad company is not required to have consideration for the mere convenience of the wrong-doer.

Kans. S. C., 17 Pac. Rep. 54.

It is the duty of a conductor to stop his train before ejecting a passenger who is wrongfully therein, so as to avoid the danger of personal injury; and he is liable for an assault if he forcibly ejects such passenger while the train is in motion.

Minn. S. C. 25 N. W. Rep. 705.

If a person enter a train and refuse to pay his fare when lawfully demanded, he is a trespasser, and not a passenger, and at common law the carrier is not bound to put him off at a station or usual stopping place, but may expel him at any place, provided it will not expose him to serious danger, or result in wanton injury to him.

Minn. S. C., 25 N. W. Rep. 349.

Carrier—Injury to Passengers—Contributory Negligence—Proximate Cause. Action against defendant company for causing the death of a passenger. Defendant had judgment and plaintiff appealed.

Held, 1. That a passenger injured by jumping from a moving train to prevent being carried past his place of destination, is guilty of contributory negligence.

Held, 2. That pleadings admitting that deceased jumped from defendant's train, and alighted on the platform, but was run against by a fellow passenger and fell under the train, and was killed, is *insufficient* in failing to allege affirmatively that defendant's failure to stop the train was the proximate cause of defendant's death, hence there can be no recovery.

Reibel vs Cincinnati etc. R'y Co., Ind. S. C., May 11, 1888,

Passenger—Negligence of Servant—Extent of Liability. Action for damages wherein the complaint alleges that plaintiff was a passenger upon defendant's train; that the train did not stop long enough for her to get off, and while standing on the platform the defendant's servant (brakeman) pulled her off whereby she was injured, etc. On appeal, affirming.

Held, That where a passenger is negligently pulled off a railroad car by a brakeman, acting within the scope of his employment, the company is liable for all injuries occasioned thereby, though owing to plaintiff's health, such injuries were more difficult to cure than they would have been to a person of robust health.

Owens et al, vs Kansas etc. R'y Co., Mo. S. C. May 21, 1888.

Common Carrier of Goods—Receivers—Boycotts and Strikes. Where upon a petition for a pre-emptory order on the receiver of a railroad company to compel him to take freight, and for an injunction against the Brotherhood of Engineers to prevent interference with the engineers and employees etc.

Held, 1. That the fact that a railroad is in the custody of the court does not render the receiver appointed any less the common carrier, and he cannot as such carrier, refuse to receive from and deliver to a connecting road, freight or cars of that company because, by so doing, his own road may become involved in a strike of engineers whose associates have "gone out" on such connecting road, and who are attempting to boycott it.

Held, 2. That while the engineers of a road in the hands of a receiver cannot be compelled by the court to remain in its service, neither they, nor the "brotherhood" to which they belong, will be permitted to interfere with or disturb the receiver or his subordinates in the possession and operation of the property.

Beers et al vs Wabash, St. L. etc. R'y Co. (C., B. & Q. Co. Interventors), U. S. C. C., Mar 14, 1888.

MENTIONS.

—Mr. John King, president of the New York, Lake Erie and Western railway will not resign.

—The city of Little Rock, Arkansas, has in operation an electric rail way, which opened on July 4.

—It is currently rumored that Mr. A. J. Earling is booked for the superintendency of the C., M. & St. P. railway.

—Tom Foye, will communicate with Sam Stewart, Lyndell Hotel, Denver. Colo., and learn something to his advantage.

—The switchmen's fiasco at Kansas City has come to an end very quickly, and everything is lovely at that point for the present.

—Edward Kinney, one of the Burlington strikers, has been arrested at Quincy, Ill., for endeavoring to disable an engine there.

—Brother George W. Huntley, of Division 19, had the misfortune to have his hand crushed in the doors of a vestibule sleeper, on the 22d.

—Mr. and Mrs. Flack rejoice in the advent of a young son, and in consequence thereof we are all glad. Billy, at last accounts, was doing well.

—We have been furnished with a copy of the Gripsack, published by Knowles and Reynolds, St. John, N. B., filled with useful information.

—On July 16, a branch of the Missouri Pacific, known as the Booneville branch, was opened from Lexington to Booneville, a distance of 18 miles.

—On June 23rd Bro. S. L. Parker was seriously injured by being struck on the head while riding on the engine and looking out for the rear end of his train.

—Wyoming Valley Division No. 160, has suspended the last meeting in each of the months of July, August and September, on account of the hot weather.

—Brother R. S. McMurray, of Division No. 4, mourns the loss of a son, who was drowned on Saturday, June 30th. The MONTHLY extends its sympathy.

—Arthur and Hoge; Sergeant and Murphy; Settlement and Peace; Chicago Burlington and Quincy strikers, the conspirators and war; which will the Brotherhood choose.

—The engravings accompanying the "Railway Articles" in Scribner's Magazine are quite a railway history in themselves besides being excellent specimens of the engraver's art.

—We are advised that Belknap Division No. 96, gave a very enjoyable excursion a short time ago, and that the proceeds of the excursion netted the division about \$1,200.

—There is a rumor current that the Atchison, Topeka & Santa Fe railroad company are projecting a line from Topeka to Omaha, from thence north by Yankton to St. Paul and thence on to the lakes.

—Division No. 237 starts off with 19 charter members, in a good territory and with excellent prospects, and with the start they have received, must certainly result in making a good division.

—Brother N. W. Blackburn, Secretary of Division 138, desires the address of J. E. Montgomery, J. B. Culberson and Charles McKinstie, it is important that these brothers stand up and be counted.

—The Pennsylvania company are to have a competing line between Youngstown and Cleveland, which will have the effect of materially curtailing the local traffic of the N. Y., P. & O. between those two points.

—The general transfer of the Memphis & Little Rock railway, by Messrs. Robert P. Dow and Mathews, trustees, to a new company known as the Little Rock & Memphis railway company, which has been recently organized.

—We are pained, indeed, to learn that Brother Riley Snipes, of Division 100, has been detained at home during the last month on account of the serious illness of his wife. We shall hope to soon record her complete recovery.

—One of the most genial gentlemen who perambulates the territory is passenger agent R. McSmith, of the C., B. & Q. system. We were fortunate enough to fall in with him not very long ago and had a very enjoyable visit.

—At a recent meeting of El Capitan Division No. 115, for the purpose of receiving instructions from Brother J. B. W. Johnston, it was resolved that El Capitan division extend their sincere thanks to Brother Johnston, for his valuable instruction.

—It is reported to this office that Brother S. D. Chittenden, able and efficient secretary of 188, is a great lover of little neck clams, but he has the advice of our correspondent to let them severely alone in future as they are sure not to agree with a foreigner.

—Many of the brothers in attendance upon the annual meeting of the Grand Division at Toronto, will remember William Weidner from Division No. 91, and his sudden attack of paralysis of the right eye. We are glad to be able to state that he has fully recovered its use.

—While in Chicago, recently, we shook hands with Brother C. L. Nelson, of Division 132, who has severed his connection with the Indianapolis Conductors' Accident Association, and is with the Allington & Curtice Dust Separator Company, and located at East Saginaw, Mich.

—We are pained to learn that Brother Rosekrans is obliged to again leave his train on account of trouble with his hand, having had the second operation performed upon it. We shall hope that this second operation has so much relieved him that he will soon be in his usual health.

—Don't forget that we furnish Scribner's, The Century, Harper's, and for the little folks St. Nicholas and Wide Awake, at reduced rates to MONTHLY subscribers. The Railway Articles in Scribner, and Kennan's articles on Siberia make those periodicals particularly interesting at present.

—Bro. Jamieson of Division No. 11, has been obliged to take a leave of absence on account of his wife's health, and is at present located at Fort Madison, Iowa, where he expected to remain for a little time. We shall hope that Mrs. J's. health will so much improve that he will soon be able to take his run.

—The switchmen of the St. Paul, Minneapolis & Manitoba railway, at Minneapolis, have made the demand for the discharge of Yardmaster Berry on account of his strict discipline, and they have threatened to do all things within their power unless he was discharged. At present writing he still holds the fort.

—We have been requested to print the following: To the Officers and Members of the O. R. C., Gentlemen: Please accept my thanks for the sum of twenty-five hundred dollars which I received from you on the 13th inst, by the death of my husband Henderson W. Orr, who was a member of your Order. Mary J. Orr.

—Brother W. J. Wash of Ashton Division No. 136, has been appointed road-master on the Kentucky Central railroad, with headquarters at Paris, Ky. Brother A. T. Spafford of Division 136 has been appointed extra passenger conductor on the Huntington Division of the C. A. & Q.; both are deserved promotions.

—The Hart and Duff Hat Company of St. Louis, are preparing a campaign catalogue that will probably excel anything that has ever been issued. It will be out in a short time and from our knowledge of the gentlemen in preparing matters of this kind we do not hesitate to say that it will be second to none when issued. Write them for it.

—We are advised by Mr. J. Bruce, Art Photographer of 118 King St. W., Toronto, Ont., that the large group of members of the twentieth annual session has not been fully prepared yet. The small groups are ready for issue, and can be had upon application to Mr. Bruce. The 14 by 11 groups, are \$1.50 and the 8 by 10 group, \$1.00 per copy.

—Twelve strikers, members of the striking organization, applied for positions with the road at Omaha, Nebraska, on July 12th and were given work. The men stated that they believed the allegations against Hoge and the other alleged dynamiters, were true, and they were unwilling to longer remain identified with these men.—*Railway Age*.

—We regret our absence from the office on the occasion of the call of Mr. George L. Cross, Northwestern passenger agent for the Louisville and Nashville R'y., and at this time return our thanks for his kindness. Mr. Cross ably represents the L. & N., who are second to none in their new conveniences to accommodate passenger travel.

—We are pleased to note that no freight trains will be run on the Michigan Central, hereafter, on Sunday, except for the transportation of perishable goods. We hope that members of the Order will take this matter up, and do what they can, so that the handling of trains on Sunday will be curtailed so far as possible, and use their utmost influence to gain the desired result.

—The editor of the MONTHLY will be absent from the office after June 25 until September 1, making an extended trip east as far as St. Johns, N. B., where a union meeting and reception will be held early in August, and a union meeting at St. Albans, Vt., also. During his absence the business of the office will be conducted by Mr. J. B. W. Johnston, formerly of Newton, Kas.

—We are advised that brother Tony Johnston has retired from the passenger service on the C. & A., and is running a meat-market in Roodhouse. Brother J. B. Miller of Division 112 takes brother Johnston's place, in his run between Roodhouse and Kansas City. Brother William Groves is running as extra passenger conductor now in brother Miller's place.

—Mrs. Lizzie H. Bigham is anxious to learn the address of her brother, James D. Kelley, who, when last heard from, was employed on the Central Pacific at Carlin, Nevada. His father is dead and a sister dangerously ill. Anyone knowing anything of Mr. Kelley will confer a great favor by notifying him and sending his address to Mrs. Bigham, Box 257, New Brighton, Beaver County, Pa.

—Brother M. C. Hogan, of Division No. 98, met with a very serious accident in the yard at Montgomery, Ala., while riding on the front of a switch engine, by the bursting of a steam chest, several of the pieces striking the brother and injuring him severely. His physicians state that it will be fully two months before he will be able to be about again. We hope that his recovery will be permanent and rapid.

—On Sunday, July 1, we attended a union meeting of Division 129, at Great Bend, Pa. The meeting was enjoyed by all present, and we feel it to compliment the brothers of 129 on their efficiency in division work. We find them second to none in the Order in that respect, and they are entitled to great credit, for our official visit was the first that they had received from a Grand Officer since their organization.

—Brother E. T. Morris, the Chief Conductor of 152, and his estimable wife, have been called upon to mourn the death of their youngest son, who died on Sunday, July 15. Their daughter, a young lady of about 20 years of age, has been seriously ill for some time, and but little hopes entertained of her recovery. We hope that the brother may be spared the pain of parting with two of their children in so short a period of time.

—The following from the Gripsack expresses considerable more fact than sentiment.

"Ott in the stilly night,
From slumber's chains, which bound me,
I had to tote the squalling brat,
With nothing much around me."

It is claimed that the fastest record of locomotive construction was made in the Pennsylvania railroad shops, at Altoona, on June 18th, when a one hundred thousand pound engine was turned out in 16 hours and 55 minutes.

—Mr. W. G. Brownson, formerly assistant superintendent of the Mobile & Ohio railway, with headquarters at St. Louis, has been appointed superintendent of the ferries of the Central Railway of New Jersey, and placed in charge of all the equipment of that line, which includes the ferryboats between Jersey City and New York, the steamboat service between New York, Sandy Hook, Atlantic City and the Highlands. His office is at Pier 15, North river.

—We have been requested to correct our statement in the June number that brother Harry King has resigned his position with the Mutual Accident and Insurance Association of Indianapolis, but the facts are that brother King has severed his connection with the Railway Officials and Conductors Accident Association of Indianapolis, for good and sufficient reasons, and anyone interested can ascertain the cause by conferring with him.

—The particular attention of our readers is called to the extract in this number from the series of railway articles that are now being published in Scribner's Magazine. These articles are written by men of national reputation, each prominent in the special department of which he writes, and cannot fail to be not only of interest, but very instructive to conductors. Send a two-cent stamp to them for the answers to "twenty questions" printed in the July number of the MONTHLY.

—At the annual conventions of the Master Car Builders, and Master Mechanics, held at Alexandria Bay, June 12th to 23rd inclusive, the result of magnetism in watches, as caused by locomotives was discussed with considerable interest. The Non-Magnetic Watch Co., had a very attractive display of their watches, which was conducted in an able manner by Mr. R. S. Hubbel, and pronounced the finest display ever made before the Association. These watches are becoming very popular with railway people.

—All conductors should be interested in the articles which are appearing from time to time in the Scribner's Monthly, in regard to railway business. The articles mentioned have met the approval of railway men of all grades. In the next issue will appear an account of the evolution and present wonderful perfection of the American locomotive, by Mr. Forney, Secretary of the Master car-builder's Association, and it will be of great interest to all concerned in the railway business.

—We are in receipt of a very neat card conveying to us the intelligence that our brother Col. George J. Johnston, has been made vice-president of the Railway Officials and Conductors Accident Association, and is at present located at 519 Fuller St., St. Paul, Minn. The Colonel is going to give all his time now, to the affairs of this association, and we have no doubt but what he will make a great success of it. Mr. Bellis the Secretary, speaks in a very high manner of the work performed.

—The following resolutions were adopted by the Baptist ministers of southern Dakota at their annual association held at Canton, June 20th and 21st. "Believing that intemperance is one of the greatest difficulties with which the ministry and the church have to contend in their efforts to save souls, therefore, Resolved, that we, as pastors and people, protest against the use of fermented wine at the Lord's table, and pledge ourselves to work for state and national prohibition of the entire liquor traffic.

—Brother M. S. Hoadley of Southern Tier Division No. 10, has taken a leave of absence from the Lehigh Valley railway company, and is at present the proprietor and manager of Tioga hotel in Waverly. We only wish that we could spend the time to call in and spend a week or two with him, for we know that we would enjoy it, and we certainly wish him the greatest share of success in his new business. We give him warning at this time, that on the first opportunity he will be a meal short.

—The Grand Officers of the Order of Railway Telegraphers, elected at their last annual meeting, were, Grand Chief Telegrapher, A. D. Thurston, of LaPorte City, Iowa, Ass't G. C. Telegrapher, A. Johnson, Louisville, Ky., Secretary and Treasurer, S. O. Fox, LaPorte City, Iowa, Grand Senior Telegrapher, Fred M. Moore, Pueblo Colo., Grand Junior Telegrapher, T. C. Eddy, Cleveland, Ohio, Grand Inside Sentinel, E. E. Barnes, Albany, N. Y., Grand Outside Sentinel, J. A. Gibson, Meridian, Miss., Insurance Trustee, J. J. McElrath, Cedar Rapids, Iowa, Executive committee, J. A. Bardeaux, Chicago, J. O. Bell, St. Paul.

—Lone Star Division, No. 53, Order of Railway Conductors, was presented last week with a beautiful banner of silk velvet bearing upon its obverse surface in embroidered relief work the words, "Order of Railway Conductors, Lone Star Division, No. 53," together with a conductor's punch in the same work wrought in the upper margin. Mrs. Conductor O. S. Darlington was the donor, and her deft fingers it was that gave it the form and aspect of artistic beauty. It is work of the needle which amounts to consummate art and of which the brotherhood are justly proud. They have asked the Railway Conductors' MONTHLY to extend to Mrs. Darlington their warm thanks for her kind and beautiful gift.

—We have been furnished with a copy of a resolution issued by Mr. A. A. McLeod, general manager of the Philadelphia & Reading railroad company, in regard to the withdrawal of

members from the various railway organizations. This order is no doubt stimulated by the position taken by the various strike organizations, during the last eight or ten years. The Reading having had a very severe experience with these organizations not very long since, and knowing that they had manifested a like disposition with others at a late day, has very evidently been the basis for this order. So far as we are advised no members of the Order have been disparaged in their membership and we trust that they will not.

—Mr. James T. Clark for the past eight years General Superintendent of the C. M. & St. P., died at his home in Milwaukee, Wis., on Saturday, June 21st. Mr. Clark was born in Ohio and at the time of his death was 54 years old. He began his railroad life as driver of a grader's team engaged in railway construction; he then became section foreman and worked his way up step by step and became Division Superintendent of the C. B. & Q., with which company he had been for nearly fifteen years when he was made Division Superintendent of the Mo. Pacific railway and in time became General Superintendent; he was taken from that line by Mr. S. S. Merrill, of the C. M. & St. P., and continued as General Superintendent of that line until his death. Mr. Clark was a genial, kind-hearted man; his family consists of three sons and one daughter.

—The union meeting held in Boone, Iowa, on Sunday July 22d, will be long remembered by all its participants. Over one hundred members of the Order responded to their call, and almost the entire day was spent pleasantly in the Division room. All were invited to partake of a dinner prepared at the instance of the members of 34, and at the close of the meeting were invited to the residence of Past C. C. Frank Champlin where they were entertained until their departure on the evening trains. Many subjects of vital interest to conductors were discussed and a thorough understanding reached. We do not hesitate to say that it was one of the most pleasant occasions encountered in a long time. Brothers of the Order in Iowa are under great obligation to Mr. Hopkins, Superintendent of the Chicago and Northwestern Railway, for the use of the special train, and special accommodations to visiting brothers, Boone Division No. 34, and particularly to Bro. Frank Champlin and his estimable family.

—In consequence of continued ill health Mr. F. J. Cullenbine has found it necessary to abandon his place as trainmaster of the Chicago Division of the Burlington road, and his resignation took effect yesterday. He will go to Denver for a time in the hope of obtaining relief, and his family will remain here for the present at least. Mr. Cullenbine has been located here about five years, proving a prompt and efficient officer, and his superiors very much regret being compelled to dispense with his services. His successor here as Division Trainmaster is Mr. Frank H. Rees, one of the best known, most popular and reliable of the company's passenger conductors. Mr. Rees has won his way up from the bottom of the ladder, always noted for the prompt and careful performance of every duty entrusted to him, and no one ever heard him find fault for a moment over any work assigned to him, no matter how laborious. He is without doubt one of the best railroad men of his years in the west, and his promotion to this important and responsible position will give general satisfaction. Good for Frank.

—Wilmington Division 224 O. R. C., have met with a great loss in the death of our honored and esteemed secretary, treasurer and beloved brother, Samuel L. Parker, who met with a sad and fatal accident on Saturday June 23d, at Brenford Station while conducting train No. 18; from the effects of which he died on the evening of the following Monday to the sorrow of all who knew him. His chair is vacant; his pen is idle; his minutes are finished and approved, his voice will be heard no more in our Councils or in our social gatherings. His last run has been made. Of his qualities of heart and mind which made him popular among his fellow men, I need hardly speak. His record as a conductor is of the best; he was ambitious and proud of his calling. In short as conductor, citizen, husband, father and friend he performed in the fullest degree every duty required of him. What more can I say of him than this? What higher eulogy can be pronounced upon any man? What more precious legacy could he have left us than the recollection of such a life? Recollections surviving the grave and furnishing a bright example to those who in their lives would rise to the full stature of that noble manhood he so fitly represented. Without any reference to that state whither he has preceded us, there I leave him to the beneficence of his Father and of our Father.

Through courtesy of the management of the Chicago & Northwestern Railway Company the writer has had opportunity to make thorough inspection of the new equipment placed in regular service between Chicago and Council Bluffs upon their limited express. These trains are *limited* only in the time consumed between terminal stations. In other respects they are available to all passengers who pay the usual railway and sleeping car fares. The equipment of each train consists of new, first-class coaches built by the Chicago & Northwestern Company, handsomely upholstered in crimson and old gold, with all conveniences of toilet; high back, luxurious seats; the smoker a model of practical convenience, upholstered with leather; the dining cars

newly equipped and furnished upon the regular Northwestern standard. New palace sleeping cars have been built expressly for these trains by the Wagner company, in excellence of construction, convenience and luxury, resulting in securing to the patrons of the Northwestern unrivaled safety and comfort. In addition to the foregoing features of attraction these new trains are *vestibuled* throughout. The *vestibule* feature in modern railway travel has ceased to be a novelty or experiment: its adoption by the Chicago & Northwestern management fixes its status as a practical, every-day adjunct to thoroughly first-class travel, it being well known that the Northwestern managers, after deliberate study and careful investigation, adopt such appliances as will promote in the highest degree the comforts of first-class travel. Consequently, by process of natural selection, that class of travelers who demand the best service and do not hesitate to pay for it, are concentrating upon the trains of the Chicago & Northwestern Railway.

—Mr. J. C. Broeksmit, auditor of the B., C. R. & N., has penned a letter to the governor of the state of Iowa in regard to the new schedule of rates, and calls his attention to a few facts in connection therewith. We regret that the space will not permit of the printing of the letter in full, but we recur to a few points in it: "Having acted as the auditor of the B., C. R. & N. for 17 years, not a penny has been paid during that time as a dividend on the capital stock. In 1873 the road defaulted on its interest and the road was placed in the hands of a receiver and reorganized, which resulted in a loss to bondholders of \$3,000,000, and a reduction on the interest rate of 2 per cent, the present rate being 5 per cent. During this time the strictest economy has been observed. The four principal trunk lines running through the state of Iowa represents a capital of \$700,000,000, furnished by eastern parties almost without exception. All of the railway companies of the state will suffer alike in consequence of this reduction. The gross earnings of the lines for the first three months in 1888 foot up to \$638,856.57; the operating expenses, \$504,251.03; coupon interest for three months, \$192,783; total, \$607,034.03, an excess over the earnings of \$58,177.46." The average earnings of all commodities per ton, per mile, has been .983 of a cent, and as before stated the reasonable rates of commissioners contemplates a reduction from .25 to .40, which at a reduction of 30 per cent would make the earnings .708 per ton per mile, and the actual loss would be \$39,042.40 for the first three months of 1888, or a total loss of nearly \$100,000 for the first three months. But the outcome will be the bankruptcy of particularly the B., C. R. & N., forced upon them by the actions of men within the limits of the state who have no interest whatever in the state except that which is stimulated by self.

—Some of the Maine people say they have the Lord's time and Payson Tucker's time in that state. The remark is of interest chiefly because it shows the prejudice against standard time which begins in the Pine Tree State and extends with more or less force all through the Maritime provinces. There is some reason for this in places which are near the 60th meridian, and it is hardly to be expected that the people of Halifax would set back their time for nearly an hour to be in line with the railway. They have, however, done a sensible thing in adopting the time of that meridian, so that there is a difference of just one hour. This is the system throughout Nova Scotia, and once it is understood to be so there is no trouble. In New Brunswick, with the exception of Moncton and one or two other points on the line of the Intercolonial, each place keeps its own local time or St. John time. The latter is 36 minutes faster than standard, and the reckoning of the difference, though not a feat of higher mathematics, is considerably more bother than if it were simply half an hour. Why cannot St. John drop six minutes from its true time, for the benefit of those who travel? It is at the Miramichi that the stranger is apt to get hopelessly tangled. The railway keeps standard time, Newcastle has the time of the 60th meridian, while Chatham has its own true local time, which is a little slower than that of the 65th meridian. Thus there are three distinct systems within a radius of a few miles, and every man believes his own watch. What is wanted, as the maritime provinces refuse to adopt the eastern standard, is a compromise which will give a local standard to apply to every place. If Nova Scotia and New Brunswick fail to agree on a standard to apply to both, then let the former keep an even hour ahead, as it now is, while New Brunswick makes its standard an even half-hour ahead. The Nova Scotia time would apply to Prince Edward Island. This would make plain the paths of the traveler and reduce matters to a proper system.—*Gripsack*.

—We print, by request, the following from "Pressed Leaves": In the railway news of this paper Saturday, there was a statement of the fact that Mr. Harry King, member of the Board of Managers and also President of the Conductors' Accident Association of Indianapolis, has severed his connection with the organization; also, that J. F. Miller, of the Pan-Handle, and J. H. Wilson, of the Ohio, Indiana & Western, had withdrawn their indorsement of the association. Neither of these gentlemen has authorized a statement to this paper as to reasons why they withdrew, nor have they said anything concerning the standing or condition of the association. The only point of interest in their action to the general public is the fact that they

have withdrawn, and it is due to them and their successors, from a business point of view, that this simple announcement should be made.—*Ohio State Journal*. Wherever Harry King is known the above announcement will create no surprise, while the causes and reasons for his disconnecting his name and influence from the Railway Officials' and Conductors' Accident Association is a matter to be regretted. Mr. King's well known fidelity and devotion to any interest with which he would connect himself is universally conceded; his honest desire and efforts for the advancement and protection of his companions in the railway service have been so modestly conspicuous as to secure him their fullest respect and confidence. Whatever reasons Mr. King may have had for disconnecting himself from the aforesaid Association, it will be gratifying to his friends to know that it was not on account of his health. It certainly, however, will require a well authenticated statement of its assets to enable it to secure any considerable business from the class of railway officials and employes it was evidently organized to catch. Such statements as those contained in a recent circular are simply evasive, and therefore hurtful. Mere frivolous and persuasive assertions of the "rise up, William Rielly," variety have long been a drug on the insurance market, and besides, the crop of suckers it should be remembered is growing beautifully less.

—At present writing it appears to us that the radicals in the Brotherhood of Locomotive Engineers have gained the complete control of the affairs of that organization, and have even gone so far as to express themselves that they intend to run things to suit themselves and that Mr. Arthur, Grand Chief Engineer, must keep his hands off. This is a lamentable state of affairs in any organization. While those in charge of the MONTHLY have differed materially with Mr. Arthur on many questions, we do not hesitate to say that we believe he has stated truly his views in condemning the recent dynamite plot which has been unearthed by the C., B. & Q. officers, and we at the same time, believe that he saw his duty plainly in the matter but was deterred from performing it by the laws of the organization. We also believe that the time for this organization to regain its lost prestige with the general public has passed. If the counsels of Mr. Arthur to declare the strike off and to discontinue the disgraceful acts which have done so much to make the strike unpopular, had been taken, it would have been a grand thing for the Brotherhood and restored it to public confidence. But Mr. Arthur was not allowed to do that and the management of this important part of the affairs of the Brotherhood, are now in the hands of a radically disposed committee. We don't believe that the engineers dare declare a general strike, for, with public opinion against them in the extent that it is now, it would be impossible for them to make a success of even that, and it would probably have the effect of producing some legislation that would suppress such actions in future. The affairs of the Brotherhood of Locomotive Engineers are certainly in a very deplorable condition. In every organization there must be a head to manage the affairs of the organization and to control its policies, or otherwise the organization is in great danger. When the Brotherhood of Locomotive Engineers remedy this matter it will be better for the organization. The Order has condemned this strike on the Burlington route on account of the acts which were instigated and carried on. They have been of such a nature as to be disgraceful in the extreme, and the Brotherhood have sustained these men who were out on a strike, and are, in a certain sense responsible for their acts, for there has been no measure taken to expel them from the ranks of the Brotherhood, although their actions have been committed in broad daylight and by committees sent by divisions of this organization. If we mistake not, unless there is a radical change in the management of this organization, and the conduct of its members, the days of its existence are few in number.

OFFICE OF RAILWAY CONDUCTORS—BENEFIT DEPARTMENT.

56 Third Avenue,

OERT. NO.

Cedar Rapids, Iowa, Aug. 1, 1888.

NOTICE OF ASSESSMENTS NOS. 125, 126 and 127.

Due immediately and Membership forfeited if not paid before Sep. 30, 1888.

Two Benefits Paid from Surplus.

BENEFITS PAID

Ass't No.	Ben No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
119	168	Mrs P J Hogan	Death,	P J Hogan	Meningitis	July 20	1907	52
120	169	J J Elwell	Death,	Wm Elwell	Consumption	July 20	4540	170
121	170	Mrs. S Henicke	Death,	H G Henicke	Accident	July 20	250	33
Surp.	171	J H Curtis	Dis'ty	J H Curtis	Use of hand	July 20	3428	33
Surp.	172	M A Hearlthea	Death,	M Hearlthea	Consumption	July 20	3460	119

ASSESSMENTS.

Ass't No.	To Be Paid To	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
125	Children	Death	R. A. Cruzen	Pneumonia	Mar. 31	1958	165
126	Mary A. Wisham	Death	Chas D. Wisham	Accident	Apr. 26	4177	204
127	Mary E. Taylor	Death	Seth Taylor	Paralysis	May 21	1736	194

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. P. DANIELS, Treasurer.

In Memoriam.

Pearcy—The following resolutions expressive of our sorrow and regret at the death of our late esteemed brother, W. H. Percy, were unanimously adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the universe to call from labor to rest our beloved brother, Wm. H. Percy, who was killed while in the discharge of his duty at Fulton Ky., June 11, 1888.

WHEREAS, It is befitting for us on this occasion to offer our tribute of respect to our departed brother, and words of condolence to his family, therefore be it

Resolved, That while we bow in humble submission to the will of our Sovereign Master, we none the less mourn the loss of our brother who has been called to join the unnumbered dead.

Resolved, That by the death of Bro. Percy, Jackson Div, 149 O. R. C., has lost a useful and efficient member, the I. C. R'y Co. a zealous and faithful Conductor, his grief-stricken wife a kind and loving husband.

Resolved, That we tender our heartfelt sympathy to the wife of our deceased brother in this her sad hour of bereavement, and commend her to Him who doeth all things well

Resolved, That our charter be draped in mourning for the period of thirty days.

Resolved, That a copy of these resolutions be sent to the grief-stricken widow, and that they be given to the CONDUCTORS' MONTHLY and Jackson Dispatch for publication, and that they appear on the minutes of our meeting.

A. H. HILL,
S. F. BENCINI,
W. R. TIFFANY,
FELIX WRIGHT,
Committee.

JOHN E. BARRY, Chairman.

Payne—Died, at Paxton, Ills., June 11, 1888, Bro. Thos. L. Payne, a member of Bloomington Div. No. 87. O. R. C. Bro. Payne leaves a widow and three children to mourn his loss.

At a regular meeting of Bloomington Div. No. 87, Order of Railway Conductors, held this 10th day of June, 1888, the following resolutions of respect and sympathy on the death of Bro. Thos. L. Payne, were adopted and a copy ordered for the CONDUCTORS' MONTHLY magazine.

WHEREAS, It has pleased God in the dispensation of his divine providence to call unto Himself our beloved brother, Thomas L. Rayne, and

WHEREAS, We remember with pride his faithfulness and kindness to us while with us, therefore be it

Resolved, That in our loss by this visitation we feel honored by his noble life, and that we will try to be faithful and loving as he was while in our midst.

Resolved, That we extend our heartfelt sympathy to our bereaved sister, the widow, and the fatherless children of our late brother, and that we will help them as we may be able, and love them in memory of our brother who is gone, and trust to our common Father in the hope that what he doeth is for our good, and we are comforted in knowing that he has only passed over the river to join his Saviour, whom he rejoiced in as his before he passed away from our midst.

GEO. B. HEMPHILL,
GEO. BROOKS,
GEO. PARTRIDGE,
Committee..

JOHN H. RUBEN, Sec. Div. 87.

Bowden—At a regular meeting of Palmetto Div. No. 208, O. R. C., held Friday, June 15, 1888, the following preamble and resolutions were offered by the committee appointed for the purpose:

WHEREAS, It has pleased our Heavenly Father to suddenly remove from our midst our beloved brother, Joseph N. Bowden, and

WHEREAS, In the death of Bro. Bowden this division loses one of its most worthy members and faithful brothers, therefore be it

Resolved, That we extend to the bereaved relatives of our deceased brother our profoundest sympathy in this their hour of trouble and sorrow.

Resolved, That our charter be draped in mourning for thirty days.

Resolved, That these resolutions form a part of the minutes of this meeting; that a page in our minute book be dedicated to his memory; that they be published in the *News and Courier*, *CONDUCTORS' MONTHLY*, and *Wilmington Messenger*, and a copy be sent to the family of our deceased brother.

W. A. BRADLEY,
J. V. HARKER,
W. GAILLARD,
J. P. RUSSELL,
Committee.

Henicke—At a special meeting of Lone Star Div. No. 53, Order of Railway Conductors the following resolutions were adopted.

WHEREAS, God in his providence having removed from our midst our beloved Brother Hank. G. Henicke,

Resolved, That this division has lost a valued brother, his wife and child a loving husband and father, the railway company a trusted employer.

Resolved, That the thanks of this division are hereby tendered Bro's. T. J. Ray and J. C. Nicholas, Sup't. and Train Master, M. O. P. R'y Co. to R., C. Volker and A. W. Acheson, surgeons, to Rev. Dr. Tynes, to Mesdames Swartz, Lyall, Case and others for courtesies rendered

Resolved, That we appreciate the sympathy manifest by the B. of L. E., Div. No. 177.

Resolved, That our charter and regalia be draped in mourning for a period of 30 days, in memory of our departed brother.

Resolved, That a copy of these resolutions be furnished the *Conductors' MONTHLY*, the *Sunday Gazetteer* and spread on the minutes of the division.

A. B. GARRELSON,
C. H. LOOMIS,
S. E. KINSINGER,
Committee.

Approved, C. W. KNOWLTON, C. C

Mc Mahn—Bro. L. Mc Mahn, not member of Benefit Department, was killed this morning, at Lorain, Ohio, the engine broke loose from the train, and Brother Mc Mahn attempted to couple the engine on while the train was in motion, in doing so he slipped and fell under the train, killing him almost instantly.

Bellevue, Ohio, June 24th. 1888.

Christman—At a regular meeting of Central Division, No. 43, O. R. C., held in their hall Tuesday evening, June 12, 1888, the following preamble and resolutions were adopted :

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to remove from our midst our esteemed brother, George Christman, after a short and severe sickness, and

WHEREAS, It is befitting for us on this occasion to offer our tribute of respect to our departed brother, and words of condolence to his family ; therefore be it

Resolved, That in his sudden departure we recognize the slight thread that binds us to earthly things, and that the dangers of our profession should make us more firmly united by the ties of friendship which binds us together ; be it

Resolved, That by the death of Brother Christman, his family has lost a devoted husband and father, the division a true and worthy brother and the community an honored citizen.

Resolved, That this division extend to the family their heartfelt sympathy, hoping that they will find consolation in the thought that the deceased has always been true to their best interests while on earth, and that in a short time they will meet him in that better land where parting will never come, and the One who is a Father to the fatherless and the widow's God, will surely care for them if they put their trust in Him in their great affliction.

Resolved, That our charter be draped in mourning for thirty days, and these resolutions be presented to the bereaved family, also published in the village papers and *Conductors' MONTHLY*.

D. N. LEEPER,
F. S. STRONG,
FRANK CANE,
Committee.

Parker—WHEREAS, It has pleased Divine Providence to remove from our midst our late esteemed Secretary and Treasurer, and beloved brother, Samuel L. Parker, be it therefore

Resolved, That in his death we have been deprived of an officer and a brother of whose high sense of honor, love of truth, fidelity to duty and spotless purity of character, we cherish the most affectionate remembrance.

Resolved, That our altar and charter be draped in mourning for the space of sixty days, and a page of our minutes be set apart to his memory and be properly engrossed.

Resolved, That we tender the family of the deceased our heartfelt sympathy, to those who have lost a fond husband, a devoted father, a dutiful son, a loving brother and a true friend.

Resolved, That an engrossed copy of these resolutions be sent to the family of the deceased and a copy sent to the MONTHLY for publication.

In moving the adoption of these resolutions, I cannot refrain from making a few observations in respect to the public and private character of the friend and brother we have so lately laid to rest. I do this not only in obedience to a common custom, but because it has been my good fortune to know him well for the past ten years, during all of which time we have been associated together, and during the whole period there has not been a shadow that rested upon our relations of intimacy and friendship. He was incapable of a base act. No one in actual want or suffering ever turned away uncomforted or unsupplied. His opinions were generous and liberal. He not only lived well and nobly in all the departments of human life, but he died well, trusting in the gracious Saviour of all men. I cannot unveil nor solve the mystery of human life even with the aid of Divine revelation, but it must be that now, and to-day and forevermore Samuel L. Parker is and will forever be an inhabitant of a superior and happier state of existence than that of earth, and I trust that we may all imitate his virtues, remember his excellencies and the great and good qualities displayed, so that when with us the conflicts, the sorrows and joys of life shall be over, we may associate with him in the endless ages of peace and enjoyment. Which one of us will join him first in the undiscovered country, depends entirely upon the will of the Great God, whom our brother revered so much.

JNO. B. BOOK,
ISAAC M. COREE,
JNO. T. LAYFIELD,
HUGH O'NEILL,
J. M. YOUNG,
Committee.

Weyrick, F. J.,—For the first time in the history of Division No. 19 we are called upon to record the death of a brother, F. J. Weyrick, who died June 23rd, at his home in Elkhart, Ind., of consumption, after an illness of nearly eight months.

Bro. Weyrick was born near Akron, Ohio, Feb. 17, 1852. Moved to Elkhart, Ind., when about ten years of age and has since made his home here.

He was first employed by the L. S. & M. S. R'y as a section man, then as switchman in Elkhart yard, later taking a situation as brakeman on a freight, until he was promoted to the position of conductor, which he held until the first of November, when he was compelled to give up work on account of sickness.

Bro. Weyrick joined the Order in October, 1882, and has taken a great interest in it. He was also a member of the O. R. C. Insurance. Was married on Sept. 16, 1883, to Miss Sarah Snell, of White Pigeon, Mich., whom he leaves to mourn his death.

The funeral was conducted by Division 19 and was largely attended by his many railroad friends. The remains were taken in a special coach to White Pigeon for burial, and were accompanied to the cemetery by the members of the Order.

The members of Division No. 19 unite in offering their sincere and heartfelt sympathy to the wife of our late brother.

COMMITTEE.

Sell—Rev. D., father of Brother E. H. Sell, A. C. C. of Mountain City Div. No. 172, died at his home in East Berlin, Adams Co., Pa., May 24, 1888, aged 68 years, 9 months and 6 days. Rev. Sell had been in the ministry for a period of 37 years, and in that time had been the means of bringing many souls to the service of the Master whom he had so faithfully served, and when the summons to "come up higher thou good and faithful servant" were received, it found him ready, and thus an affectionate husband and father, and a faithful pastor passed away.

Taylor—For the first time we are called upon to chronicle the death of a member of our Division: Bro. Seth Taylor was suddenly taken sick when only twelve miles out on his run, and was compelled to return and take his bed, from which he never arose. Too often does the panegyrist wreath a crown of eulogy for the dead at the expense of truth, and quite often are our evil deeds interred with our bones, while only the good survive to be repeated from the lips of flattery. But of Bro. Taylor it can be truthfully said without exaggeration that he possessed those virtues of domestic felicity that made his home and family the idols of his heart. His own cup of happiness was overflowing if he knew that theirs was full. What nobler epitaph could be written! Well might a Byron envy it. Surely what men on earth prize so highly is not forgotten in heaven, and if the heavenly host pay adoration it is from the altar of domestic love and virtue, and these shall be his monuments, written on the heavenly scroll of fame in letters that will shine when inscriptions on the granite columns of earthly deeds and renown are erased by the fingers of time. To the memory of such a husband, father and brother, while bowing to the inevitable, love claims the tribute of a tear while duty whispers emulation. To the wife and family across the portals of whose home the dark shadow of death has passed and robbed them of a husband and father, we extend our sympathy in this their day of sorrow.

The funeral obsequies were conducted by the O. R. C., of which Bro. Taylor has been a punctual member. Among those kind brothers who were in attendance were Parker, Crawford, Marshall, Willis and Nichols, of Division 81, also Bros. Murray and Culleton, of Division 63, and Bros. Rosin and O'Donnell of Division 39. Bro. Taylor, before setting out on that journey whence all tracks lead the same way, was prudently insured for \$2,500, and though there are no returning crews to send a cheering word, this will considerably help those who are deprived of a husband and a father.

The following resolutions of sympathy were adopted by Brookfield Division 194, Order of Railway Conductors.

WHEREAS, The hand of death has taken from us our worthy brother, Seth Taylor, and from his family a kind and affectionate husband and father, therefore be it

Resolved, That by his death Brookfield Division 194 has lost an able A. C. C., and an earnest worthy brother, and his vacant seat will continue to remind us of him who has made his last run, and we hope that on this his last trip, although made over a new line, he has reached the terminal station in safety and is now resting in peace.

Resolved, That while our loss is great, that of his bereaved family is still greater, and they have our heartfelt sympathy in this their great affliction. We can only refer them to a promise made by the same Great Being who has seen fit in His wisdom to afflict them, that at last there will be a meeting of all our loved ones where there will be no more parting or sorrow.

Resolved, That a copy of these resolutions be entered on the records of this division, and a copy sent to the CONDUCTORS' MONTHLY for publication.

J. J. REAVELL,
F. H. USTICK,
J. W. WAYLAND,
Committee.

Fritz—Died May 19, 1888, at their home in Norwalk, Ohio, Carl D., son of Brother and Mrs. L. Fritz, aged 2 years, 1 month and 9 days. Brother Fritz and wife have the deep sympathy of the friends and brothers of Division No. 20 in the loss of their little one,

M. N. HYDE.

Collinwood, O., June 2, 1888.

Mc Lain—Iva Zoe, died June 11th, age 10 years, 9 months, and 14 days.

At a regular meeting held June 24th the following resolutions were adopted by Wolverine Division, No. 182.

WHEREAS, As pleased our Heavenly Father to take to himself and from our Brother, G. W. Mc Lain and wife, their dear child, Zoe, and

WHEREAS, We bow submissively to his divine will and power, we feel that our brother with his wife have sustained a severe loss, therefore be it

Resolved, That the heartfelt sympathy of this division be extended to them in this their hour of sorrow, and be it further

Resolved, That as a token of respect and esteem for our brother and wife, that these resolutions be spread on the records of this division, printed in the CONDUCTORS' MONTHLY, and a copy be presented to them.

B. C. COOLEY,
A. SWIDENSKY,
Committee.

Jackson, Mich., June 27th, 1888.

Muckle—At a regular meeting of Oatley Div. No. 102, Order of Railway Conductors, held June 24, 1888, the following were adopted:

WHEREAS, The great Ruler of the Universe has in His infinite wisdom removed from among us our worthy and esteemed brother, Andrew Muckle, be it

Resolved, That, though sympathizing with the afflicted relatives and friends of the deceased, we express an earnest hope that even so great a bereavement may be designed for the highest good.

Resolved, That while submitting with all patience to the will which has deprived us of his presence, we deeply feel the absence of one who has been so long among us, and in his sudden departure we recognize the slight thread which binds us to earthly things.

Resolved, That to his bereaved family we extend our heartfelt sympathy in this their great affliction, more especially when considering the sudden manner of his death; be it further

Resolved, That the altar of Oatley Division be draped in mourning for a period of thirty days in respect to our esteemed brother; be it further

Resolved, That these resolutions be spread upon the records of the division, and the same be printed in the daily press of this city; also in the CONDUCTORS' MONTHLY, and that a copy of the resolutions be sent to the family of our deceased brother.

E. T. BROOKFIELD
H. BRINK,
J. T. FLAHERTY,

Committee.

Harnest, Willie—Our worthy brother, R. S. Harnest, and his estimable wife have lost their only boy by that dread foe to children, diphtheria. This boy was the idol of his parents, and although all earthly means were employed to save him, the Almighty was pleased to take him to himself.

WHEREAS, It is with painful regret that we learn that Almighty God has seen fit to remove from earth by death's restless hand the only boy of our worthy brother, R. S. Harnest, and his estimable wife, of Denison, Texas,

Resolved, That we sincerely condole with Bro. Harnest and wife in this sad hour of their affliction, in the hard dispensation of Providence in thus removing from their once happy family their only boy.

Resolved, That a copy of these resolutions be sent to the CONDUCTORS' MONTHLY, and a copy engrossed and sent to Bro. Harnest and wife, also that they be spread on the minutes of this division.

S. E. KINSINGER,
P. A. O'CONNOR,
C. W. KNOWLTON,

Committee.

Gilbert, E. M.—At a regular meeting of Pennsylvania Div. No. 156, O. R. C., held at Carbondale, Pa., June 17, 1888, the following resolutions were adopted:

WHEREAS, It has pleased God in his infinite wisdom to take away one of our beloved brothers, therefore be it

Resolved, That the charter of this division be draped in mourning for thirty days; and be it

Resolved, That the sympathy of this division is hereby extended to the family of our deceased brother, who have lost a kind father, and be it

Resolved, That a copy of these resolutions be sent to the wife of our deceased brother, and that they be sent to the RAILWAY CONDUCTORS' MONTHLY for publication.

BOYD CASE,
JOS. NICHOLSON,
THOS. WHITE,
Committee.

Baer—At a regular meeting of Alliance Div. No. 177, June 5th, the following resolutions were adopted.

Resolved, The members of Div. 177 have learned with feeling of deep sorrow and regret of the sad loss that has befallen the family of our worthy brother, Amos Bear, in the recent death of their daughter, Alma, May Baer, aged 5 years, 8 months and 16 days.

Resolved, That while our sympathy cannot mitigate the sorrow which time alone can heal, we wish to extend our heartfelt sympathy, in this their great affliction, and bereavement, and that the correspondent is instructed to have the same published in the Conductors' MONTHLY, and forward a copy to Bro. Bear.

"There is no death. An angel form walks the earth with silent tread and bears our best loved ones away, and then we call them dead."

F. W. FETTERS,
W. W. GIBSON,
CHAS. M. FILSON,
Committee.

THE RAILWAY CONDUCTORS'

MONTHLY.

Volume V.

CEDAR RAPIDS, IA., SEPT. 1, 1883.

No. 9.



CHARLES R. ASHTON.

CHARLES R. ASHTON.

Brother Charles R. Ashton came to Burlington nearly as we can remember in the spring of 1872. We cannot say as to his birth place nor his early education; nor, can I state exactly his age, he was old enough however, to have enlisted near the close of the late civil war in the volunteer service of the U. S., but owing to an accident which happened him while enroute to the seat of war, he was disqualified from serving. Same came near loosing him his eye-sight. Shortly after returning to his home, which I think was Lyons, Iowa, or near vicinity, he entered the service of the Western Union R. R. as brakeman, and was in due time promoted to the position of conductor, which position he filled with marked ability from the start.

His commencement of service on the Burlington was during the term of office, as Ass't. Genl. Supt., of W. B. Strong, (now Pres. of Santa Fe System,) and of E. C. Brown as Ass't. Supt., at Ottumwa. One, or both of these gentlemen it seems had known Brother Ashton as a conductor, before he came to the Burlington, or as it was then known, as the B. & M. R. R. R. He had the confidence and esteem of his superiors from the first, as he was used as a special and extra passenger conductor almost immediately on accepting service with the company, and was always considered as one of the men who could be relied on, under any and all circumstances.

Permanent promotions on this road at that time were very slow. It was not until the year 1877, that he was promoted permanently to a passenger train on the West Iowa Division of the Burlington route. His headquarters being Council Bluffs, in which capacity he continued until May 1883. He was promoted to the position of train master of West Iowa Division and branches, comprising 100 miles of main line, and nearly 300 miles of branch lines. Late in the same year he received a flattering offer from W. B. Ryder, who had recently been appointed Gen. Supt., Chesapeake & Ohio system, which offer he accepted and became General Agent and Train Master, at Hinton, W. Va., one of the most important division points on that line.

Brother Ashton was one of the most active members of Star Div. No. 31, organized at Burlington, in 1874. They accepted a charter from the old Conductors' Brotherhood. Brother Ashton's name appearing on the charter list applying for same. During the interval from the organization to the time he left the Burlington system, he had occupied every important office in the gift of the division. Was also its delegate 4 consecutive terms, thereby becoming a permanent

member of the Grand Division ; and was also a member of the Executive Committee of the Grand Division. Was succeeded as chairman of that august body by Brother M. Ryan.

He was married at Burlington to Miss Fannie Black in 1876, a very estimable young lady who had spent a great portion of her life in Burlington. Who now, though having been away from there almost twelve years is very well and kindly remembered by all who knew her as one of the brightest and most pleasant young ladies of her time and set in society.

Brother Ashton now has a very pleasant situation on the Michigan Central railroad. His home being at Chicago.

Kind, generous, faithful, a congenial companion, a good friend and brother.

THE "RUSTLER."

Who is that man? Often met him
Everywhere along the line,
Lay off? Never. They won't let him.
Who won't? Officers. They decline
To spare his service. A vacation
For him seldom. A man to trust, sir,"
"Surely he must fill high station!"
"Employ only, *but a 'rustler.'*"

A "rustler!" tell me, did you say, sir?
In what department does he stay?
Surely, he must draw large pay, sir,
If he has no "lay-off" day.
Only gets pay ordinary!
Do I understand you so?
A "rustler!" Is he necessary?
What is he? *A man of go!*

A man of "go," and always going,
Because he "rustles" when he goes.
Other men may be more knowing,
While they talk—well, his work shows.

Gains he once a good position,
And appears a weary task,
To fill such places seems his mission,
The "rustler" first, they always ask.

Declines he? Never! Reputation
As "ready" man who always goes,
No matter what the situation,
Whenever asked, he'll not expose.
Never man each summer season
Take his good "run" hardly gained,
He takes "front," long hours, the reason
A "rustler" is to hardship trained.

A "handy" man 'tis well to be
Ready, trusty, also able,
But a "rustler's" fate pray spare me,
It's "ditcher," "shovel" or cable."
The "rustler," like the Wandering Jew,
"Moves on" till life loses zest,
Lasting good "runs" come to few
They earn, but find a little rest.

S. E. F.

"THE NORTHERN GATE OF HEAVEN THE POLAR STAR."

There are a number of us creep
Into this world to eat and sleep ;
And know no reason why they're born
But merely to consume the corn.
Devour the cattle, fowl and fish,
And leave behind an empty dish.
They eat, and drink, and sleep, and then
They eat, and drink, and sleep again.

"And so he bringeth them to the heaven where they would be."

NEW RAILWAY SIGNAL.

We give below a report of a new electric railway signal which if reports are trustworthy bids fair to revolutionize the handling of trains on railways, for it is both simple and economical.

The improvement is applicable to railways having one or more main tracks, but is especially useful to a single main track, because it operates automatically from the train, and as the train enters each section, or block, it works four signals simultaneously, two at the other end, whether it is one or ten miles away. While the train is in that particular block no other train can enter, either from the rear or from the front.

The model yesterday was first shown as operating on a double track 40 feet long, with sections or blocks every four feet. At each block two little signals of red and white, to show either danger or safety, were placed on either side of the track, with the safety signals all up. A tiny engine then started down one of the tracks, and as the first block was passed the safety signal dropped and "danger" was displayed, showing to any train coming behind that the block was occupied. At the next block the second danger signal was displayed, showing that the second block was occupied, while, simultaneously, the first block displayed a white signal, indicating that it was clear, and so on down the line until the end, showing that every block could hold a train in safety, and not allow it to pass on until the block ahead was clear.

The exhibition was not only satisfactorily but perfectly convincing to the railroad men present, but a demonstration of its operation on a single track, where danger lies not only behind, but there are always fears of a collision from ahead, showed beyond doubt its practicability and its assured success.

The toy engine was again started down a single track, and on passing the first block the "danger" signal was not only displayed there as a warning to trains behind, but the block ahead flashed up a similar sign, averting all fears from an advancing train in that direction. As the engine passed on down the second block behind it showed "clear," but the block through which the engine was passing showed danger at each end.

This last proof of its perfection called hearty congratulations and assurances of success from the practical men present, while all admired the simplicity of the affair.

HOW IT IS DONE.

At each block there was a raised bar of iron, or a rail, and as the

engine passed the block a wire brush touched this raised rail, and electric energy, coming from a small battery or dynamo, carried either in the engine or in a car, communicated by wire to the blocks and signals, and in the simplest manner in the world, without the intervention of one man, accomplishes what is now done by army of men. A single telegraph wire, running along poles with the other wires, and connecting with each block, carries the energy from one block to another, though the battery is only in actual operation during the instant the wire brush is in contact with the raised rail along the track.

The patent office, realizing, as they said, the importance of the invention, as a mere matter of safety, outside of its economy, held a special hearing and quickly granted patents on June 19 last. The papers cover everything that could possibly apply to the invention. When engines run backward the batteries are reversed accordingly. Switches are protected at each end, and automatic signals can be put up at country roadways, or dangerous crossings, showing that a train is approaching from a mile, or one-half mile, or any distance away desired. Foreign patents have also been applied for, covering every specification in the system. The patents are owned by Thomas D. Williams, John S. Lucock, James W. Clark, George M. Eitmiller and George Morris, all being well known and old time telegraphers of this city, who have advanced through faithful and intelligent service to the position of managers in their respective departments.

The ideas first originated with Messrs. Williams and Lucock, who took the other gentlemen in partnership, in order that their aid might be secured in perfecting the thing, also that the business end, which was growing to be one of prominence, might be properly handled, so that the others could put more time in on their schemes. Now that theory has been put into practice, offers of financial backing are coming in rapidly, and a local company is being formed for the purpose of pushing the enterprise and bringing it under the notice of the different roads, and the lucky inventors are to be congratulated upon the success of their years of hard work.

LONG RIVERS.

The length of the principal rivers in America are: Missouri to the Mississippi, 3,100; Missouri to the Gulf, 4,350; Mississippi, 3,160; Amazon, 3,600; River De La Plata, 2,240; St. Lawrence, 2,100. Orinoco, 1,600; Rio Grande, 1,800. The Missouri (to the Gulf) is the longest river in the world. The Danube is the longest in Europe, the Yangtse-Kiang in Asia and the Senegal in Africa.

THE CONDUCTOR'S LAST RUN.

Sickness has wasted his stout frame to a skeleton. The rays of the afternoon sun fell on his pallid features. His head was sunk deep in the snow-white pillow. It was plain to all that death had claimed him for its own; the few feeble sparks that fed the flame of life would soon go out forever. In a few short hours his soul must wing its flight to that home from whence no traveler ere returns. His family and friends had gathered around his bed-side, for they knew the end was near. He lifted his wasted hand and placing it on his fevered brow, he said: "Yes, I am going on to the end of the division; this is my last run. It is a good road to work for and I have staid a long time, but now my work is almost over. My tickets are taken up and I have but one more station to go." As they moistened his lips he said: "Thank you, Billy, you have been my faithful brakeman for a good many years. It has been very dusty and I am so dry, but I feel better now. Tell Tommy Field to come back and see me, for it is my last trip. He is a good engineer, and has pulled me safely a good many times. I want to bid him good bye, for I will not come out to-morrow. My tickets are all counted and my reports made out; I am nearing the end of my run, but, it is getting cold. Billy, fix the fire and assist that old lady to a seat. My wife will be waiting for me to-night, and I must get in on time. Little Eva and Charley will be down to meet me, and they will be so glad to know that I am not going out to-morrow; yes, so glad, and they are all the world to me."

The doctor turned his head on the pillow and asked him if he knew him. "Yes, I know you now; it is Tommy; Tommy Fields, my brave engineer, and I know we will get in on time. So you have come to say good-bye to me. I don't like to part with you, Tommy, but I will not be with you to-morrow. I shall never pull the bell cord again; I will ring the signal bell no more, for it is my last trip. I feel so cold, and it is getting dark; put out the red lights, Billy, and light my lamp, for it is getting dark so fast and I can hardly see. What makes the wheels sound so musical! I am getting sleepy, and must close my eyes for a little while; wake me soon, Billy, for we must be near the end of our run." They knelt down by his bedside and all were silent. The doctor went to the window and closed the blinds. A smile passed over the sick man's features; he drew one long breath, and all was over. He had come to the end of the division and made his last run.

A PINKERTON MAN'S FLIGHT.

HE GETS THIRTEEN YEARS IN THE PEN WHILE FOLLOWING HIS PROFESSION IN MEXICO.

EL PASO, TEX., August 3.—A strange story comes up from Mexico, which at first blush seemed to have something sensational about it, but which on investigation turns out to be true. For some time past the Mexican Central Railway has been annoyed almost beyond endurance by freight robbers. Scarcely a freight train passes down the road laden with American merchandise but at some point or other on the route several freight cars are broken open and part of the contents abstracted. The utmost vigilance has failed to detect any of the perpetrators or catch them in the act, and the depredations became at last so bold and so numerous that the management reluctantly came to the conclusion that its own employes must have a hand in them for no ordinary Mexican peon could possibly have had the boldness, the adroitness and the executive ability to commit these robberies. Something had to be done in the emergency, as the incessant payment for losses of freight seriously inconvenienced the company's treasury. The manager accordingly wrote to Pinkerton of the great detective agency, to send him one of his bravest and most wide-awake men, which was done. When the detective arrived Supt Mackenzie installed him as an ordinary rough brakeman on one of the principal freight trains. After working a few days as brakeman and getting the lay of the land, the Pinkerton man insinuatingly approached two of the company's freight conductors, who had for some reason fallen under the ban of suspicion, but against whom nothing tangible could be brought forward, and proposed to them that they should join him in an extensive freight robbery and divide proceeds. The conductors evidently suspected the trap that was being laid for them, and, with a show of willingness to accede to the plot, they requested time to study over it and talk it over; but, instead of doing so, they quietly went to the Jefe Politico of the city where the train happened to be lying and acquainted him with the nefarious offer that had been made to them. The Jefe directed them to pretend acquiescence in the conspiracy and to assist the brakeman in the proposed burglary, so as to have indubitable proof against him, and he would see to the remainder. This was done by the conductors, who planned an extensive haul for the coming night, in the midst of which the Jefe made his appearance with an armed force, and caught all three with the plundered freight in their possession. They were marched off to prison, and next day at a preliminary trial the two conductors gave their testimony, and

were released at the regular trial shortly after. Before the Judge of the Criminal Court the Pinkerton brakeman was found guilty and sentenced to thirteen years' imprisonment in a penal settlement in Yucatan.

Meanwhile Supt. Mackenzie had heard of the occurrence and sped in hot haste to Silao to get his Pinkerton out of the scrape. He laid all the circumstances of the case before the Judge and requested the detective's release, but met with very poor comfort.

"No," said the Judge, "if all that you tell me is true, this man has been guilty of a heinous conspiracy, trying to encompass the ruin of two innocent men, and I can perceive no mitigating circumstance in anything you say. He will have to go to Yucatan. If I were to do my whole duty I would arrest you on the spot and have you tried for participating in the conspiracy. I shall most certainly do so the next time you try anything of the kind."

The Pinkerton man is said to be already on his way to Yucatan, and it will take all the influence which the Mexican Central railroad is able to bring to bear on President Diaz to procure for him an executive pardon. If he should be pardoned and strike Chicago once more, it is safe to say that no promise of big pay for professional services will ever lure him again to the land of "God and Liberty."

MAGNETISM IN WATCHES.

In the issue of June 30 of the *Electrical World* there appears an article on "Magnetism in Watches." If the article is published as an advertisement, it is very good; but if it is written in the interest of science, criticism will not be out of place, as the article seems exaggerated in several respects; at least the protection afforded by the shield is greatly overdrawn.

The article demonstrates that a balance wheel, as generally made, i. e., a steel and brass compensated balance, is virtually a compass needle. I have tested a number of such balances, and find that in the majority of cases such is the fact. Of course the traces of magnetism in a carefully made balance are very slight, so that it becomes difficult to determine to what extent this case alone will affect a watch exposed to no other magnetic influence except what the earth has on the compass needle, or, in this case, the balance wheel of the watch.

But I believe it is safe to assume that the effect will be directly proportional to the strength of the magnetism in the balance wheel. Then let us replace the balance wheel with a bar of steel strongly magnetized. Now let us put the watch in a shield case and let it run, say 24 hours,

in a certain position and note its rate. Then let us change its position and let it run another 24 hours. Now if the "rate" will be the same with the watch placed in a different position, it follows that the shield is an absolute protection against magnetic influence.

If, on the contrary, the "rate" varies with the different positions of the watch, as you will find it does, then the shield is not efficient or, at least, is only a partial protection.

Another test less troublesome to make is this: Take a shield case and place a compass instead of a watch within it, and move a magnet around the shield and you will see the needle respond to the motion of the magnet.

I have experimented considerably with the shield case, and every experiment has led to the conclusion that no watch whose escapement, balance wheel or hairspring is made of magnetic metal can be depended on when exposed in the pockets of persons having business around powerful continuous current dynamos.

What degree of perfection has been attained in watches made of non-magnetic metal I am not prepared to state at present. But I have decided to discard the shield and begin observation and experiment with a non-magnetic watch, and if I find my observations sufficiently interesting I shall touch on the subject again.—*Oscar Ericsson.*

J. H. Latimer, P. A. of N. & C. while in Savannah recently working to secure the Teachers for California for his line—and by the way he got 'em—He in company with Capt. F. D. Bush took a trip down to Tybee Island. Both being excellent swimmers they thought they would enjoy the "Sad Sea Waves" for a period. They reckoned with out their host, it was a little early when they went in and after frolicking around until they were pretty well blown, Doc. suggested that they come out, and turned when low! not less than three hundred ladies old and young, pretty and ugly were watching them.

"Great spoon! Bush, how are we going to make it to the dressing rooms before all these women, and these duds sticking closer than a mother-in-law, why they are shrinking up at a rate of sixty miles a minute. I'll be blamed if I want to show up." "Bush says never mind Doc, you get behind me and we'll make a bee line for the dressing room." And they did, but Latimer says he has'nt got over it yet.

Rather tough on the member of the Insurance Committee.

THE CONDITION OF THE STRIKE.

Under the head of "feeding the flames" the *Railway Register* publishes the following which we believe will voice the sentiments of every thinking man in the country.

The Brotherhood of Locomotive Engineers has decided not to declare the strike on the Chicago, Burlington & Quincy Railroad off. What does such a resolution signify?

When the arrests were made in Chicago and on the Burlington road the Brotherhood officials protested that they were not in sympathy with violence, and that if any of their members were shown to be guilty they might expect no favors or support from the Order.

From this it appears that the association is willing to profit by the crimes of engineers, but it does not propose to assume any responsibility for the lawless acts of its members.

But can it escape responsibility, when the case is viewed in all its phases? We do not see how.

It is a fact, which no candid man will deny, that the Burlington Company has replaced the striking engineers with competent men, and that there is not the slightest possibility of its discharging them to make room for those who voluntarily left its service.

The Brotherhood has been defeated at every point, and there is nothing that it can hope to gain so long as it confines itself to legitimate methods.

The Brotherhood, by refusing to acknowledge its defeat and delaying to declare the strike off, is simply adding oil to the flames of hatred which its members feel for the Burlington company.

The organization may not directly incite the men to deeds of violence and openly advocate the use of dynamite, but it created the conditions, and is perpetuating them, which render such depredations possible.

So long as the Brotherhood maintains an army of men in idleness and inflames their minds with hatred toward a railroad company which has beaten them in their efforts to ruin it, so long must it be held accountable at the bar of public opinion, for the wrongs which these idlers perpetrate.

Every open, fair method, by which it was possible for the engineers to carry their point, was exhausted months ago, and the only recourse left to the strikers is that of violence.

The officers of the Brotherhood, knowing that fair means have all

been unavailing, and that passion and rage alone remain, must realize, when they approve of a continuation of the struggle, that the direct order to prolong the conflict is an implied order to resort to unfair and criminal deeds.

If the strike were declared off, and the allowance of the strikers discontinued, they would think more of earning a living and less of destroying railroad property, but so long as the Brotherhood maintains "idle hands," the devil will fill them with mischief.

If the Brotherhood be sincere in its professions of horror for the crimes perpetrated by its members, let it alter the conditions which it has created, and under which alone such violations of laws are possible.

The one who kindles the spark and continues to pour on the oil must be accounted the responsible cause of the flames.

The following is an extract from a letter published in the *Railway Review*. We recommend its perusal to our readers.—[ED.]

One day, not many weeks since, I was invited in to a meeting of railway conductors. Among the questions discussed was this of Sunday work by railways. After several had expressed their views, the chairman of the meeting, a keen, sharp, thinking man, spoke somewhat after this fashion: "I want to tell you how I look at this whole Sunday work. For five years I was yard master at ———. For that five years I never was inside of a church on Sunday. All day Sunday I was switching cars of merchandise and stock: farmers and church members, I suppose, were sending this to market, and wanted their product to be on the market the first of the week, so to get the best prices. My wife felt if I could not go she did not want to, and so she stayed at home and cooked me a dinner. Our children never went to church or Sunday-school all that time. Still, while I was working in that yard I could not help thinking, and the conclusion of my thinking was about this: It is the almighty dollar they all care for, and they don't care a damn for us." Now, Mr. Editor, back behind that rough expression lies a world of meaning, and a vast field of thought opens up for reflection.

Rail, as much as some may, at what they choose to call fanatical or puritanical notions, still there were never truer words uttered than those spoken nearly two thousand years ago: that man was not made for the Sabbath but "the Sabbath was made for man;" and these other words are equally true and full of portentous meaning: "Whatsoever a man soweth that shall he also reap." Railway companies have been sowing the seed that leads away from "conscience," or more properly perhaps, that deadens conscience and a keen sense of right and wrong.

Once make a man feel that all that is wanted of him is to bring in the most of the almighty dollars; and that no one "cares a damn" for him, and it is but a short step to where he "don't care a damn" for the railway company or the public. Following the entrance into this state of feeling comes the strikes that not only cost untold amounts to corporations but incalculable trouble and inconvenience to the public.

Some of us who are accustomed to have our Sundays to ourselves, either in the quiet seclusion of the family home, or in enjoying church and social privileges, can say how much of a restraining influence these conditions have upon us, or how reckless we would become without them. So profoundly am I convinced of the imperative importance of properly regarding the Sabbath that it amounts to almost certain knowledge with me, and I look on with fearful forebodings at the harvest that is being ripened by this thoughtless desecration of this day of rest. Why do not railway managers who are so noted for "far seeing," see the danger that is ahead?

No money spent in railway matters would bring in so great a return as that expended in having, on every important division, stations where many railway men would naturally be on Sunday, if trains would not run on that day. This would afford a most attractive means by which the higher and nobler nature of railway men would be cultivated, and their conscience kept as sensitive as possible. When the public and the railway companies show that they care for the employes of these railways, then the employes will soon show a regard for the rights and for the properties of the public and the corporations.

It is perfectly natural for men of like calling to associate themselves together, and no reasonable man objects to their doing so. Civil engineers, master mechanics, conductors, traveling passenger agents, &c., all have their associations, and all recognize the advantages they derive from conferring together. In some associations of this character beneficial features of the nature of mutual insurance are also included. None of them, however, permit anything in their organization which will in any way ostracize those persons who do not care to become members. They are men of too much intelligence to permit their associations to become engaged in strikes, boycotts, &c., which inevitably lead to more or less suffering, and finally to lawlessness on the part of those who engage in them.

Can it be truthfully said that the locomotive engineers, taken as a body, are men of less intelligence in their calling than those engaged in the various occupations which we have enumerated above? There

are men handling the throttle-valve to-day who would honor any calling in which they might engage. Many of these men are "on the foot-board," and if they chose to assert themselves they could exercise an overwhelming influence in the Brotherhood of Locomotive Engineers. They cannot fail to see that by far the greater amount of good which they have received from their membership in the Brotherhood has been derived from those features of the organization which are common to the other associations mentioned, while all the evils come from permitting practices which are not in any way essential to the main objects which are or ought to be the purpose of the society.

It is stated that the twenty fifth anniversary of the organization of the Brotherhood is to be celebrated at Detroit, Mich., on August 17. Those who meet on that occasion will do well to reflect that at no time in its history has the Brotherhood stood so low in the estimation of the public as at the present time. It is in their power to effect a reorganization upon principles that will in the future prevent such actions on the part of their members as have recently brought the whole Brotherhood into disrepute, and place it upon a higher plane, where its worth and advantages can be generally recognized. It is at once an honor and a recommendation in the estimation of all for any man to be a member of the society of civil engineers. There is no reason why it should not be an honor and a recommendation, in the estimation of all, to be a member of a locomotive engineer's society, but this is certainly not the case to-day. We need not look far for the reason. It is to be found in the circumstances which we have above stated. Are the members of the Brotherhood capable of rising above them?—*Travelers Official Railway Guide.*

STUB SWITCHES.

In an article on expansion of rails, the "Section Master" gives the following remedy for stub switches that are the cause of grief to so many railroad men, and although it may cause a little trouble to the section men, it will pay railway companies that use a stub switch to adopt the advice:

Have at the back end of the switch rails one pair of short rails fitted in length for winter, to close up to about half inch the switch joint. Another pair, two or three inches or more shorter, as the case may require, for summer. Have splices fitted with long slots for bolts so rails can be driven back easily.

"HE GETS DHERE SHUST DER SAME."

BY CHARLES FOLLEN ADAMS.

Old Esop wrote a fable vonce,
 Aboutd a boastful hare,
 Who say: "Vhen dere vas racing,
 You can always find me dhere."
 Und how a tortoise raced mit him
 Und shtopped his little game,
 Und say: "Eef I don't been so shbry
 I gets dhere shust dher same."

Dot vas dere cases eferywhere,
 In politics und trade;
 By bresbiration off der brow
 Vos how soocksess vas made.
 A man somedime may "shtdrike id rich,"
 Und get renown and fain
 Budt dot bresbiration feller, too,
 He gets dhere shust der same!

Der girl dot makes goot beeskits,
 Und can vash und iron dings,
 Maybe don't be so lofely
 As dot girl midt diamond rings;

Budt vhen a wife vas vanted,
 Who vas id dot's to blame,
 Eef dot girl midouet der shewels
 Should get dhere shust der same?

Der man dot leafes hees beenis
 Und hangs roundt "bucket shops,"
 To make den tollars oudt off von,
 Ven grain und oil shtok drops,
 May go away from dhere, somedime,
 Mooch boorer as he came;
 "Der mills of god grind shlowly"—
 Budt dhey gets dhere shust der same!

Dhen nefer mindt dhose mushroom schaps
 Dot shpring oup in a day,
 Dhose repudations dhey vas made
 Py vork, und not by blay;
 Shust pood your shoulder to der wheel
 Eef you vould vin a name—
 Und eef der White House vants you,
 You'll get dhere just der same!

BURDETT'S VISTAS EN ROUTE.

Oh, listen to the railway train, as all the live long day,
 How the clatter of its wheels throws the flying miles away;
 And with their rushing clamor how plainly they declare,
 The mill will never grind for you unless you pay the fare.

There are no birds in next year's nest, and though we run on time,
 As time is money, you preceive, you'll have to pay or climb;
 The mill that grinds for nothing is in very bad repair—
 And this one grinds for ducats, so you'll have to pay your fare.

So have your ticket ready; the toll before the grist,
 For the brakeman is a bouncer, and he's got you on the list;
 This pass was never any good, that ticket is expired;
 If the passengers will look this way, we'll let them see you fired.

The Michigan Central has conceived the idea of vestibuling its ordinary day coaches. Something in the way of comfortable smoking apartments is also a feature which will be added to the coaches for the increased comfort of travelers.

WORSE THAN TRAIN ROBBERS.

"What does that pistol shooting in the car ahead mean, conductor?" asked a frightened passenger. "Are we attacked by train robbers?"

"Worse than that, worse than that," replied the conductor, with a blanched face; "a couple of men are trying to take a straw vote."—
New York Sun.

NO THIEVES IN THE TAR-BUCKET.

"I wouldn't have anything to do with it, John," said Mrs. Nye, a dainty, little, hazel-eyed woman in a plain, calico gown with white linen collar and apron, looking up at her husband, who had a staunch, manly air, as he stood by the center door of their little tenement at the railroad terminus, holding his lantern and tin lunch-pail.

"Live at your best, John ; that is the only way in which you can have an influence over the others. Set yourself like a rock against everything like dishonesty."

"I tell you I have always done so, Mary, but it looks now as if I had got to wink at this, or lose my job. The new conductor suspects that I am true blue for the company, and he will have me turned off before I know it. If I had only myself to care for, I would let the job go, but—"

"Let the job go as it is, if it comes to that," put in the wife quickly. "I didn't marry you for a thief, and robbing the company is no better than any other kind of robbery, however the men may excuse it on the ground of low wages and corporations having no souls. You have a soul, and you have a family. I would starve and allow the children to do the same before I would put upon my table food purloined from the train, and if you allow your fellow-workmen to do this without a protest from you the Lord will not hold you blameless. There is the whistle of No. 8, good-bye," and, with a kiss, the earnest-faced wife sent her husband out into the night with the parting injunction, "Remember there has never been any stealing of freight on the Koneluck branch, and at this crisis you hold the honor of the road in your keeping."

"A brakeman on a night freight with the honor of this wealthy road in my keeping," he said scornfully to himself, as by the light of his lantern he made his way across the labyrinth of switch tracks and swung himself up on the little, black, smoky caboose of No. 8, called by the boys the *tar-bucket* it had been so long without painting.

He disposed of his lunch-pail, mended the fire, and examined the lanterns to see if they were all right, although none of these details were in his line of duty.

"If that red light should go out on our hands the honor of the road would go to smash by the time we met the local at White Feather bridge," he said to himself as he proceeded to adjust the wick, and added in an impatient tone to the tall, slim, young fellow who came slouching in at the door :

"Pretty shiftless house-keeping, this, young man ; I have trimmed your lanterns for you now right along ever since the accursed plot has

been a brewing, and I tell you, Joe Griggs, my mind is made up— I am going to break up the scheme as far as this branch is concerned."

"You can't do it," whined the young fellow; "it has gone to far. You've no idea what a lot of the boys have been coaxed into it, and made to believe it's no harm, or it's just for a frolic, or it serves the company right."

"It all came through hiring that new conductor from off the Pan Handle," groaned John Nye. "He's good-looking and carries brass enough in his face to make an alarm bell, and a tongue that would make a good clapper. Some of the boys think it is good enough for the company if they will keep up putting fellows from outside over their old, faithful men instead of promoting some one. If we report him, he will swear out a case of persecution, and say it is all on account of jealousy. If worse comes to worse, I shall ask for a bill of my time. I will not stay here and wink at the operations of a gang of thieves."

"You are the first one to raise a kick," said Griggs. "I have wondered all the while why you did not. You are older than some of the rest of us, and have been on the road longer. You are a family man, you don't drink, and the boys look up to you. I don't like the look of the thing myself, but I am only a tail brakeman."

"You are a man!" roared John Nye, with a strength that astonished himself, "and so are you, and you," as the two other brakemen entered the cosy little car. "Now, while I have the opportunity I want to say, I shall have nothing to do with robbing that poultry-car that is coming down to-night. If I can't have green goose without stealing it, I will eat dry cod-fish. If we are only workmen on a night freight, we have a duty to ourselves and our families, and it is our privilege to make the best of ourselves." Involuntarily he went on repeating his wife's words. "There never has been any thieving on the branch, and while we are here we have the honor of the road in our keeping."

"I'm glad to hear you come out so strong," said Jim Corning. "I have thought it strange, your keeping so quiet, and I'm with you. I wouldn't like to have my good mother back east hear that her boy had turned into a thief as soon as he got out of her reach."

"I reckon we can none of us get out of the reach of our mothers' prayers," put in Bob Welch. "I have been thinking that ever since the new man came whispering and insinuating around, but I didn't like to be the first to come out against him, and I suppose a good many of the boys feel the same way. They sort of fell in with it, some of them, because they feel ugly toward the company for setting up this new man."

"Hist!" cried John Nye, "here he comes. Remember every man

of you is to say to every other man he meets on the road to-night, '*no thieves in the tar-bucket*'. At the White Feather crossing they met the first through freight, No. 15, and although they were all as busy and alert as their several duties compelled them to be, and no one but a railroad man could imagine how the employees on the two trains could have had opportunity to exchange a word, the men on the out-going train said, one to another, "*No thieves on the tar-bucket*;" good! let's pass the news along, 20 is just ahead."

It only took one night's work to undo the subtle plotting of weeks. The poultry cars went through safely, and in a few days the new conductor was missing, much to the surprise of the company.

So much freight, however, was missing at the terminus of the great through line that an investigation was held, through which the men on the Koneluck branch came out with flying colors.

"Not so much as a kernel of corn has been missed on the branch," said the general superintendent to the conductor of No. 15, "but yet I hear there was at one time a thoroughly arranged plan for robbing every produce train that passed over the road. Now, what broke it up?"

"As far as I am concerned, it was a voice out of the darkness that hit me like hot shot, saying, '*no thieves in the tar-bucket*.'"

That was the substance of the information given by the men on the branch, and one night the tar-bucket was honored, and its inmates astonished, by a call from three of the head officials.

"We have heard," began the president, "that the honor of the road is held in the *tar-bucket*, and——"

"The honor of the road rests with my wife," interrupted John Nye, and he told the story adding, "She said that after I left that night she just laid hold on the Lord, and would not let him go until she felt sure in her heart that there was no thieves in the *tar-bucket*. I felt the help, I did, sir; I am thankful to acknowledge it. It seemed to me some one else was talking, although the words came out of my mouth."

"This has strengthened my faith," said the president, and the superintendent added, "We want some new conductors on the line, we shall take them from the branch. We want a general freight inspector—that falls to your share John Nye. We would put your wife in assistant if it was not out of order."

"We can't promote her," said John earnestly. "Only the Lord can do that. She has always been to the front praying for you all that you might do your duty in every way."

"Praise the Lord!" said the gray-headed president, tearfully, and the others wiped their eyes in sympathy.—*Illustrated Christian Weekly*.

TRUE STORY OF CLEOPATRA.

Cleopatra was a good looking queen of Egypt. She was eighteen years old when her father left the throne, as it was screwed down to the dais, and died. He left the kingdom to Cleopatra, in partnership with Ptolemy, her brother. Ptolemy, in 51 B. C., deprived her of the throne, leaving Cleopatra nothing but the tidy. She appealed to Julius Cæsar, who hired a man to embalm Ptolemy, and restored Egypt to his sister, who was as likely a girl as Julius had ever met up with. She accompanied him to Rome in 46 B. C., and remained there a couple of years in the capacity of a sister. When Cæsar was assassinated by a delegation of Roman taxpayers who desired a change, Cleopatra went back and began to reign over Egypt again. She also attracted the attention of Antony. He thought so much of her that he would frequently stay at home from a battle and deny himself the joys of being split open with a dull stab knife in order to stay around home and hold Cleopatra's hand, and, though she was a widow practically, she was the Amelia Rives style of a widow, and he said it had to be an all-fired good battle that could make him put on his iron ulster and fight all day on the salary he was getting. She pizened herself thirty years before Christ at the age of thirty-nine years rather than ride around Rome in a gingham dress as the captive of Augustus. She died right in haying time, and Augustus is said he'd rather of lost the best horse in Rome. This is her needle. It was brought to New York mostly by water, and looks well here in the park. She was said to be as likely a queen as ever jerked a sceptre over Egypt or any other place. Everybody that saw her reign said that the country never had a magneticker queen,—*Bill Nye.*

EMERALDS.

Pliny related that a tomb at Cyprus bore a lion carved with eyes of emeralds so bright they frightened away the fish in the sea. Nero wore an eyeglass of emerald which was supposed good for the sight, and it is said that lapidaries who cut emeralds have good eyesight because the hue of the stone refreshens the eye. The Orientals believe that wearing an emerald imparts courage and averts disaster. It was ground down and taken as a medicine in doses of six grains as a cure for various disorders. At the conquest of Peru the Spaniards captured hundred, weights of emeralds, and one dedicated to the goddess Esmeralda was the size of an ostrich egg. Cortez gave his bride a large emerald carved like a rose, which roused the queen's envy and lost him the court favor.—*Wide Awake.*

RAILROADS.

W. A. Drake, assistant chief engineer of the Atchison, has been appointed superintendent of the western division, at Pueblo, to succeed Mr. Scott.

* * *

It is stated there is a strong probability the South Pennsylvania railroad company will be ready to begin construction in time to be stopped by the snow this fall.

* * *

The Atchison, Topeka & Santa Fe system now aggregates over 7,500 miles of road, and it has lines chartered which when constructed will swell the grand total to over 10,000 miles.

* * *

Michigan Central engineers are boring in the bottom of the Detroit river to ascertain the kind of land that they will have to pass through in tunnelling. So far no quicksand has been found.

* * *

In 1860 California had only 23 miles of railway; at the end of last year this was increased to 3,677 miles. The railway builders have been the greatest benefactors of that now prosperous state.

* * *

The railroad commission, that assumes to name railway rates, dictate as to train service and direct the expenditures of the companies, ought also to attend to the paying of operating expenses, fixed charges and dividends.

* * *

The Texas & Pacific railway officials are exerting themselves to supply the equipment that will be necessary to handle promptly the cotton, grain and live stock which is now being offered and the volume of which will soon increase very largely.

* * *

The completion of the Mexican National railway, which is now

promised for September 1, will be another of the great events in the march of the railwrys, furnishing a new and more direct line between a large part of the United States and the neighboring republic.

* *

A Southern inventor, who has been experimenting for some years on air brakes, writes us that he can stop the ordinary train in five seconds of time when running at a speed of forty-five miles per hour. This is remarkable work, if the inventor has gone beyond models and theories, which we very much doubt.

* *

Reports from Cœur d'Alene City indicate that the Northern Pacific company has several corps of surveyors in that region, and that since the Oregon Railway & Navigation company has begun to push its line into the mountains from Farmington, the Northern Pacific is conducting its surveys with renewed energy.

* *

Kansas City, El Paso & Mexican.—Robert Burgess, engineer in charge of surveys, has located the line of this road from White Oaks, N. M., for a distance of ten miles toward El Paso, Texas, and is now at work in the vicinity of the latter city. A branch three miles long to coal mines has also been located.

* *

The action of the railway commissioners in Nebraska has stopped the building of railways in that state, and what the people thought would benefit them so much has, in the end, proved quite the reverse. And they will now have the pleasure of seeing their state stand still while more liberal states around them continue to grow.

* *

The Brotherhood of Locomotive Engineers maintains 1,600 idle men, at an expense of \$100,000 per month, and influences their minds with hatred toward the Burlington railroad company. Yet the Brotherhood protests vehemently that it must not be held responsible for the acts of its members. Strange logic that!—*Railway Age*.

* *

J. M. Tousey, it is said, will soon be elevated from the position of general superintendent of the New York Central railroad company to that of vice president of the road. In this connection it is also reported that Theodore Voorhees, the present assistant general superintendent, will be promoted to the position of general superintendent.

It having been decided to create an additional general department to take effect August 1, J. H. Scott has been appointed the head of the new department, with the title of general superintendent, in charge of the train, station, maintenance of way, and mechanical departments of the Gulf, Colorado & Santa Fe railway. Mr. Scott's headquarters will be in Galveston.

* * *

W. E. Cunningham has been appointed assistant superintendent of the St. Louis, Keokuk & Northwestern railway in addition to the Chicago, Burlington & Kansas City railway. His headquarters will be transferred from Moulton, Iowa, to Keokuk. The trainmaster of the road having been transferred to other services, the duties of the office will devolve upon the assistant superintendent.

* * *

Judge Brewer in his decision a short time since in regard to the constitutionality of law allowing the commissioners to fix the rate at which railroads may do business, says: "The power to fix rates is not unlimited, and rates may not be fixed so low that they will not pay operating expenses and fixed charges of the railways and leave them something for dividends for the stockholders."

o o

S. C. Anable has been appointed car accountant of the California Southern and the California Central companies, with office at San Bernardino, Cal. All reports and communications relating to mileage or movement of cars heretofore addressed to the auditor, should, hereafter, be addressed to the car accountant. [Mr. Anable was car accountant for the Michigan Central for many years, and many are the *Billetdoux* we have received from his office in days gone by.] Ed.

* * *

The assertions made by the Brotherhood engineers that the Burlington Railroad "is now doing but one-third" of its usual business at this season, is a very glaring example of the unreliability of the strikers' declarations. The fact is, as shown by the official figures, that the Burlington is not only doing quite as well as it ever did, but it is also doing fully as much as its competitors who are experiencing no labor troubles. The strikers are not very careful or they would not make statements that can so easily be proven false — *Railway Age*.

* * *

It is now publicly given out that the Colorado Midland railway, comprising some 250 miles of road from Colorado Springs to Leadville and far beyond, belongs to the Atchison, Topeka & Santa Fe system

and will soon be taken over by that company. The road is to be pushed on to Salt Lake City, and will eventually give the Atchison, Topeka & Santa Fe a line direct from Chicago to the Utah capital, over 1,500 miles long. Whether it will stop at Salt Lake City or push still farther westward can now only be surmised.

* * *

The Northern Pacific company having recently completed a bridge over the Columbia river at Pasco, W. T., now has an unbroken rail line from Lake Superior to Puget Sound, obviating the tedious and expensive transfer of trains by boat across the mighty Columbia. The completion of this bridge and of the great Cascade tunnel are important achievements accomplished by the Northern Pacific this year, and they enable the company to handle its remarkably increasing business with much greater celerity and less expense than before.

* * *

D. B. Robinson, General Manager of the Midland railway, sent in his resignation recently and it was accepted. His successor has not been announced. For some time past it has been rumored that Mr. Robinson was to leave the road. He has a large monied interest in the Midland, its mine, coal lands, town site's property, etc., all of which interest he retains. T. K. Gabel, material agent of the road, also resigned, and C. N. Davis has been appointed to his place. General Freight Agent Cartwright left the Midland several days ago to accept a position with the Santa Fe, as agent at San Francisco.

* * *

The Mexican National company will this fall open a new through route from the United States to the City of Mexico. It is the purpose of the management of the road to dispense with all delays en route by supplying a superior dining car service. There will, however, be one stop of interest, and that will occur at Tope Chico Hot Springs, four miles this side of Monterey. When this point is reached, passengers having previously been furnished with bath tickets, the brakeman will make the coaches resound with his shouts of "Hot Springs; one hour for baths."

* * *

The Chicago, Burlington & Quincy has been experimenting with a palace live stock car of its own invention with very satisfactory results. The proprietors of one of the patent stock cars now in use on some of the railroads were challenged to a contest recently. Two of the patent cars and two of the Burlington cars were loaded with cattle at Omaha, coupled together, and hauled to Chicago, stopping over Sunday at

Galesburg, where the cattle were accorded the same treatment. The weight of the cattle in each pair of cars was the same at starting—50,500 pounds. On their arrival at Chicago the Burlington cattle, it is claimed, weighed 51,110 pounds, while those in the other cars weighed 51,070.

* * *

Vanderbilt officials are announcing without reserve that the purpose of the parties having the largest moneyed interest in the South Pennsylvania scheme is to push the line to completion at as early a date as possible. It comes from a director of the Pittsburg & Lake Erie railroad, who is an official of the New York Central, that work on the South Pennsylvania railroad will be commenced as soon as the minor details in the reorganization of the Reading company are perfected. From the same semi-official source comes the information that the Reading company's contract with the South Pennsylvania is still in existence, as is also that of the Pittsburg, McKeesport & Youghiogeny company.

* * *

The great oil pipe line from Lima, O., to South Chicago, now completed, will introduce a novelty in long distance transportation. The length of the line is about 200 miles and its cost is estimated at \$7,000 per mile. And this is only a fraction of the cost of a railway, and as the oil will furnish its own "rolling stock" the only motive power required being pumps at Lima and at two intermediate stations, the cost of transportation evidently will not be great. The pipe has a capacity when filled of 72,000 barrels of oil, and the delivery into the storage tanks will be at the rate of about 1,000 barrels or 40,000 gallons per hour. It will require about seventy-two hours for the oil to pass from the pumping works at Lima to the storage tanks. As this rate of progress is only about 2.8 miles per hour, it is evident that the pipe line will not form a dangerous competitor with the railways in respect to rapid transit. (*No conductors needed.*)

* * *

Chicago, Milwaukee & St. Paul.—General Manager Miller has issued the following, dated Milwaukee, July 27: "A. J. Earling is appointed general superintendent. Assistant General Superintendent W. G. Collins, in addition to his charge of the middle district, will assist the general superintendent in general affairs and will have his office with him. J. B. Moll is appointed general roadmaster, with office at Milwaukee. The Iowa & Dakota division is transferred from the middle district to the northern district, and will be under the jurisdiction of Assistant General Superintendent Case. This order to take effect Aug. 1, 1888." General Superintendent Earling announces the following

appointments to take effect Aug. 1: "Superintendent C. A. Cosgrove is assigned to the Iowa & Dakota division, vice J. B. Moll, transferred to general duties. Assistant Superintendent W. W. Collins is appointed superintendent, and assigned to the Prairie du Chien and Mineral Point divisions with office at Milwaukee. Assistant Superintendent E. D. Wright is appointed superintendent, and assigned to the Racine & Southwestern division with office at Racine, Wis."

°°

The promotion of Mr. A. J. Earling to the important position of general superintendent of the Chicago, Milwaukee & St. Paul railway, to succeed the late J. T. Clark is another gratifying example of a rise from the bottom to near the top of the ladder in the railway service resulting from individual merit. Mr. Earling, who is in the prime of life—40 years of age—has climbed up from the positions of telegraph operator, train dispatcher, division superintendent, assistant and first assistant general superintendent to the direct charge of the operative department of this vast system of nearly 6,000 miles. With the manners and instincts of a gentleman he combines decision and energy sufficient for the successful command of an army, and is one of the railway officials who are admired and esteemed as well as respected and obeyed. Mr. Earling is stated to have been offered not long ago the position of general superintendent of the Canadian Pacific railway with a salary of \$10,000, but was persuaded to remain with the great company with which he has now been connected for more than twenty years.

To the railways: Stop fighting, and save your money to equip your freight cars with power and automatic brakes.

The Manitoba is bound for the Pacific coast, and the non-committal policy of the company is no longer allowed to stand for a denial of the purpose to reach tidewater. It will meet the Seattle, Lake Shore & Eastern at Spokane Falls.

The Nebraska Board of Transportation, having thoroughly investigated the strike of the Burlington engineers, finds that "their attempt to dictate whom the railroad company should employ was clearly illegal, and that the Brotherhood is "liable for conspiracy and for damages sustained thereby." The Board also says that the engineers and firemen now in the employ of the Burlington are as competent as the strikers were.

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

C. S. WHEATON *Editor*

TEXARKANA, Tex., July 27, 1888.

EDITOR MONTHLY:—In the book of Proverbs you find—25th chapter, 9th verse—this passage; “Discover not a secret to another.”

It appears that in Solomon's time, as in all subsequent periods of the world, there were people too much disposed to tell all they knew. It was blab all the time. Physicians telling the cases of their patients; lawyers exposing the private affairs of their clients; neighbors advertising the faults of the next-door resident; pretended friends betraying confidences.

One half of the trouble of the community comes from the fact that so many people have not the capacity to keep their mouths shut, and Solomon had a very large domestic circle in his earlier days. He had a very confused notion about monogamy and polygamy, and his multitudinous associates in the matrimonial line kept him too well informed as to what was going on in Jerusalem. They gathered up all the privacies of the city and poured them into his ears; and his family became a sorosis or female debating society of 700, discussing day after day all the difficulties between husbands and wives, between employer and employees, between rulers and subjects until Solomon, in my text, deprecates volubility about affairs that do not belong to us, and extols the virtue of secrecy. By the power of secrets divulged, families, neighborhoods, churches and nations fly apart.

By the power of secrets kept, great charities, socialities, reformatory movements and Christian enterprises may be advanced. Men are gregarious. Cattle move in herds; fish in schools; birds in flocks; men in social circles. You some times see a man with no out-branchings of sympathy—his nature is cold. He has no feeling for his fellow man. He is selfish and unprincipled, not fit for a social circle. Other men have good warm hearts, charitable natures, and a thousand loving tendrils reaching out to assist fellow beings. We find these men divided into associations of artists, of merchants, of bookbinders, and of all trades and professions. Dare you cry out against them? You cry out against a tendency divinely implanted, and your tirade amounts to no more than were you preaching to an ant hill or a bee-hive a long lecture against secret societies.

Here we meet the oft-discussed question, whether associations that do their work with closed doors are right or wrong. I answer, that depends on the nature of the object for which they meet. If to pass the hours in revelry and blasphemy and obscene talk, or to plot trouble to the state, or to destroy the innocent, I say NO. But if to defend the rights of any class against oppression, or for the improvement of the mind or the advancement of art, the defense of the government, I say YES. There is no need that we who plan for the conquest of right over wrong, should publish to all the world our intentions. The general of an army never sends to

the opposing troops information of the coming attack. Shall we who have enlisted in the cause of the conductors expose our plans to our enemies? You cannot bestow too much praise on those associations which have for their object the maintenance of right against wrong, or the score of mutual benefit associations that provide temporary relief for widows, orphans and men incapacitated by sickness or accident from making a living. Had it not been for the large labor societies in this country, monopoly would long ago have ground under its ponderous wheels the laboring classes into an intolerable servitude. Men who want the whole earth to themselves would have gotten it before this had it not been for the banding of great secret organizations. There are secret societies in our colleges which have a letter of the Greek alphabet for their nomenclature, and their members are at the very front in scholarship and irreproachable in morals; while there are others who gamble and drink, and when they graduate know a hundred times more bad than geometry and sophisms.

Secret societies, like persons, good or bad, are the means of moral health or of temporal and eternal damnation. Some of these societies have and are still pouring a heaven of sunshine and benediction in to the homes of the suffering. Bad societies make bad men, good men will not stay in bad societies. "By their deeds we shall know them." Much can be said and written of secret societies, whose histories and origins form a valuable history, and none more honorable or with higher aims or larger benefits nor with more blessings from the widows and orphans than the *Order of Railway Conductors*. Did I say with no more? I mean to say the highest, holiest aims in the land. That the banding together of a class of men—laboring men, if you choose to call them—to care for and take the responsibilities of human life; yes, human life, more precious than gold, that which once taken cannot be restored. Here I would ask, Who are entrusted with human life but the railway conductors? Who leave their homes day or night, rain or shine, who leave their loved ones at home to transport in safety the moving living mass of humanity that travels this continent from end to end? Men who hold their lives in the hollow of their hands, who, when they leave their loved firesides, never know that they will ever reach them again, whose wives and little ones say the daily prayer "God return him alive to us." Yes, these conductors are banded into a social circle to benefit the traveling public and with an association to help the sick and distressed and the widow and orphan; whose gifts amount to \$120,000 annually, to relieve the widows and orphans of this class of poorly-paid, over-worked humanity; and dare you say we do not stand foremost in the ranks of secret societies?

Now, my brothers, let not one of you lack zeal in your own Order, and arise every one and say: I am a brother, and a worker among the busy throng. And let no man take charge of the great responsibilities unless he can give you the pass words. By our deeds shall we be known.

Yours in P. F.,

ALAMO DIV. 59.

CHARLOTTESVILLE, Va., July 30, 1888.

EDITOR MONTHLY:—In the absence of the regular correspondent, I have been instructed to contribute something from Blue Ridge Division to the columns of the MONTHLY.

Just now we are in the midst of suspense, many rumors having been published in the papers of this State and abroad of the probable purchase or lease of the Richmond & Allegheny railroad by the Chesapeake & Ohio company, and the present through freight business that has been moved over the Mountain division to be transferred to the R. & A. road at Clifton Forge, Va. The two roads do not connect in Richmond, and in order to make this proposed plan a success, a road will have to be built through the city, a distance of about two miles. Two routes have been surveyed, however, and the matter now awaits the action of the council. It is stated that the construction of either route will consume at least a year. Should this be the plan of magnates of the two roads and be carried into effect, the change that will follow will effect the employes of the Mountain division seriously.

The death of Gen. W. C. Wickham, receiver of the C. & O., has cast a gloom over the entire road. The next day after his death a called meeting of this division was ordered and resolutions of respect adopted :

TRIBUTE OF RESPECT.

BLUE RIDGE DIVISION 184, July 24, 1888.

WHEREAS, It has pleased God in His wisdom to remove by death the able and beloved General Manager of our railway, Gen. William C. Wickham ; therefore, be it

Resolved, That we hear of the sad event with unfeigned sorrow and regret.

Resolved, That we regard his death as a calamity, not only to his personal friends, but to the employees of the C. & O. railway and the State of Virginia at large.

Resolved, That we, who have been so long connected with him as a General Manager of the C. & O. railway, had learned to love him for his high and pure character as a man, his generosity and liberality as an employer, and his trustworthiness as an official.

Resolved, That we sympathize heartily with the personal friends of the deceased, and hereby extend to them our condolence.

Resolved, That a copy of these resolutions be published in the Charlottesville *Chronicle* and Richmond *Dispatch*, and a copy thereof be sent to the family of the deceased.

Done by order of the Division this 24th day of July, 1888.

W. T. WRIGHT,

C. J. HUNTER,

W. H. GREAVES,

Committee.

In reading the last issue of the Charlottesville *Chronicle*, I ran across the "oldest tunnel." I clipped it out and will send it to the MONTHLY: "*The Oldest Tunnel*.—Perhaps not many persons knew that the first railroad tunnel ever made in the world was constructed on the Central railroad, now Chesapeake & Ohio, at Greenwood, in this county. This tunnel was the work of Col. Crozet, who, without the mathematical knowledge which makes such work now comparatively easy, worked the matter out in his own mind. It is also not generally known that the first engine ever built for heavy grade running was built for this road and is now in its possession, and, we believe, is in use to-day."

The tunnel referred to is in Albamarle county, Va., eighteen miles west of this city. The writer makes three trips a week through it. The engine has grown out of his knowledge. I presume Brother Blanton, of Richmond Division No. 152, can give her history.

Yours truly in P. F.,

L. STONE.

SHRINGFIELD, ILL., July 26, 1888.

EDITOR MONTHLY.—As I am now a member of Division 206, I will write you a few lines for publication. Division 206 is prospering and gaining new members every month, and I wish to extend to all divisions our thanks for their donations to the Hamer fund. Sometime ago we sent out a circular approved by our Grand Chief Conductor asking aid for the widow and children of our late Bro. J. G. Hamer. Sixty-three divisions responded and the sum total was \$318.75. The divisions sending aid were Numbers 1, 6, 9, 11, 12, 13, 14, 17, 20, 22, 28, 31, 33, 35, 36, 41, 46, 47, 52, 53, 55, 60, 63, 74, 76, 82, 86, 89, 92, 97, 100, 101, 102, 112, 114, 118, 119, 123, 131, 141, 146, 149, 152, 156, 160, 163, 168, 173, 175, 177, 178, 180, 181, 189, 192, 205, 209, 212, 213, 214, 224, 226 and 179, leaving a balance of divisions to hear from 171 divisions. Now brothers this is a worthy donation, and I would like to have all divisions respond.

We are experiencing a hot time here on the Wabash with the B. of R. B., or some of them, and they have selected me as their target for abuse simply for not extending favors to one of their members, and they are trying to do all in their power to have me removed from the Friendly hand, but I am here to stay, weight 196 and hard to move. You know I am sorry I have offended this order, for I have fed and clothed them in years that have passed, but because I refused to jeopardize my situation to pass one who had stuck a knife in me and my brothers, I must be singled out for their victim. But let it come, I shall meet them half way in peace or war, and I care not which. Now I am done and if you wish to publish this in our MONTHLY you will confer a favor on

Yours in P. F.,

W. P. SHEEHAN, Past G. O. S.

STOCKTON, CAL.

EDITOR MONTHLY :—For a long time I have been looking for a report in your paper from my Division No. 115, and becoming weary with much watching, have determined to make an endeavor to cause Bro. Dillon to blush and come to the front. I am sorry to see so little expression of opinion on important topics manifested by the divisions on the Pacific Coast.

I am running on a branch line on which are only two crews, and I sometimes get hungry for an old fashioned railroad talk. Outside the MONTHLY and the daily papers I get no news of accidents, strikes and the rest of exciting matter that goes to make up the news of interest to the average railroad man. I want to say right here, that there is nothing I feel so keenly in connection with the late strike on the C., B. & Q., as the bitter words and feelings engendered in so many cases between O. R. C. men and Locomotive Engineers. And I believe that we shall have to be careful if we come out of the affair without harm on both sides. Some of my best friends, both here and in other quarters of the globe, have been engineers, and every conductor who reads this will remember some uncomfortable trip when he has had a man pulling him with whom he could not get along. It is necessary that both ends of the train should be on good terms and work together, and if it is not possible to do so somebody is in fault. One thing strikes me as significant: I have had a good many years experience in the business, but I never had a difference of opinion regarding matters of any importance with any engineer who was a steady man working along on one road making a home he hoped to stay in, while I have never met a floating engineer who was not more radical than the chiefs of his order, and who did not make comparisons between the men and the road he was then on and some paradise he had recently left. The Locomotive Brotherhood has a large floating membership of this class who never fail to stir up strife wherever they go, and whose mission on earth seems to be to ride with the O. R. C. men whom they despise, eat off the meal tickets of the steady engineers and drop in and work whenever there is a vacancy just long enough to prevent firemen from getting engines. We had one of the traveling kind here sometime ago who had run on half the roads in the country, and who was, I believe, competent to pull any kind of a train, but who admitted that his tongue got him into trouble wherever he went. He made it his business to say to a conductor of my acquaintance: "Take my advice and stay out of the O. R. C., for we intend to do them up as soon as we get through with the "Q." Now the man who pulls me is also a Brotherhood man, but he is something more, he is a perfect gentleman, and I don't propose to allow any ill feeling to come between us on account of any blatherskite emanating from the wind bag mentioned above. The O. R. C. has justice in its fullest sense in every word of its constitution and what is more, every man who has sufficient intelligence to appreciate the principles of individual rights and human liberty in their fullest American sense, knows that we are right, and that strikes always result in injury to the strikers, and injustice to all who are brought in contact with them against their wishes. I am well satisfied that if the Locomotive engineers will drop their floating agitators, they will gain in everything but trouble, and when they endeavor to draw the public in as sympathizers, I would gently remind them that it is not always to be believed that it takes all the brains in the crew to run the engine, and thousands of us who have seen many brakeman who could never manage to run a train, have seen very few firemen who could not run an engine. The whole matter lies in a nutshell; a train is not in a safe condition on the road unless both engineer and conductor know their business. And while their interests are identical, their work is sufficiently separate to allow them to attend to their own business without fighting, which they will most certainly do if they have any self-respect or any regard for the interests of the road upon which they are working.

Yours in P. F.,

WALTER V. STAFFORD.

JACKSONVILLE, FLA., July 25th '88.

EDITOR MONTHLY:—While looking through the MONTHLY I noticed an article written by E. E. Raute, from the City of Mexico. While we must acknowledge that Mexico has a fine climate, with a few tropical fruits, coyotes and Greasers, I will simply say to our brothers, if they wish to live in the Italy of America, come to Florida: the land of sunshine, flowers and all the tropical fruits known, including gophers and aligators. Well, enough of this nonsense. My object in writing is to let you know how we are, and what we are doing in No. 196, as our Corresponding Secretary is out of repair, at least, I think so, as I have never seen anything that he has written for the MONTHLY.

No. 196 is getting along nicely. We are adding to our membership gradually, as we are looking for quality, and not quantity,

We had the misfortune to lose one of our brothers some time since, (brother Muckinfuss,) who died with consumption. And let me say just here, brothers, be careful, and keep up your insurance. Brother Muckinfuss was unfortunate and let his insurance run out just a short time before he died. So brothers, take warning, and keep paid up for you don't know when you will be called to make your last trip; and when you are called upon by that Grand Conductor to hand over your book and punch, I know you will feel happier to know you have provided for the loved ones left behind.

I am told that the spotters have been at work on the S. F. & W. R'y. At least several of the passenger men have been called to the General office at Savannah, Ga., and some two or three have been discharged.

There has been no changes on the J. T. & K. W. that I know of except that brother H. S. Wing has given up his train and accepted the position of Supt. of the J. P. & M. R'y. Shake, Hy, we are always glad to see our brothers do well. All your friends wish you success.

There are no changes on the F. R. & N. R'y., except the name which will be known hereafter as the F. C. & P. R'y.

I understand that Mr. Phillips, our Asst. Gen. Supt., will leave us on the first of August. He has been appointed Master of Transportation, of the whole E. T. V. & G. system, with headquarters at Altoona. In losing Mr. Phillips the company has lost a fine man and a splendid railroad man. But what is our loss will be someone else's gain. So do your best for him boys, and he will do the same for you, if you are worthy of it.

Now Brother Editor, as this is my first attempt, I hope you will take the will for the deed, and I will try and do better next time, provided our Corresponding Secretary is still out of repair. (What is the matter, Dick?)

Yours Truly, in P. F.

CRACKER.

LELAND, MISS., Aug. 3, 1888

EDITOR MONTHLY:—I have thought for a long time I would write you a short letter. I am on the L. W. branch of the L. N. O. & T. Ry., and have been on the road over three years and three years of the time I have been on the branch. This is a fine road and in the garden spot of the world, and in a few years this road will stand at the head of the list. We have Maj. J. M. Edwards for vice president and general manager, and Capt. A. A. Sharp for master of trains, W. P. Bonds chief train dispatcher and all of them nice gentlemen. They are strict, but I like that for when they see we are driving their work and take care of their property, they will do their best for us.

I belong to Division 175 and would be glad to see our northern brothers visit us. I am at young man of 27 years of age, not married but willing to be, and when I do I want to join the insurance and hope that will not be long.

Yours respectfully,

B. L. MILAN.

[Wont some of our charitable young brethren take this brother in out the cold?—ED.]

MOBILE, ALA., July 1, 1888.

EDITOR MONTHLY:—As I am the correspondent elect of Division 178, and as the boys want to know why I don't say something in the columns of the MONTHLY, I will endeavor to comply with their wishes and give you and the readers of the MONTHLY the news from this section of the country, and as railroad news is the most interesting to your readers I will start by saying we have lost our worthy chief W. H. Scholes. He was appointed to the position of train master of Jackson Division of M. & O. R. R. with headquarters at Jackson Tenn.; and while we as a division regret the loss of one we loved and respected still we are glad that Billie has been promoted to a position he so well deserved and one that he can fill to the satisfaction of all concerned. So we all shook his hand when he took his departure and wished him good luck.

The following is sad news to those that knew the subjects. Two of our members, the first we have lost since our organization as a division, but nevertheless death has been amongst us. First was the death of Bro. J. M. Brickell, who died of nervous prostration May 4th, 1888. Most of Bro. B's. friends will remember him as being conductor on the Columbus (Miss.) branch for about twenty years; a man who was loved and admired by every one who knew him. Next was death by accident of Bro. M. S. Hartly, who fell from his train near Tuscaloosa, Alabama, on the G. S. R. R., June 6, 1888. Bro. H., although not as well known to us as Bro. B. made a good member, and the most deplorable part of his death is he was not insured. Soon after his initiation he took out a policy in the O. R. C. but from some cause or other he forfeited his assessments, and I as secretary at that time urged upon him the necessity of keeping up his insurance, and he now leaves his family in rather straitened circumstances. Another case of a brother failing to provide something for his family after his death by taking out insurance stares us in the face. How long, Oh, how long is this thing going to continue that a brother will not consider the matter of insurance for his loved ones when the O. R. C. offers him an Insurance on almost nominal cost? It is a great pity for the family of Bro. H. and this division is willing to do all for them that they can but even that must be limited, and if a brother will not make some provisions for his family he is certainly taking a great risk when he thinks members of the organization will provide for them anyway. I wish to see it become a law in our organization that every member will have to become a member of the insurance. Bro. Brickell had a five thousand dollar policy in a capital stock insurance company, which amount his family received in due time and although it did not make up for the loss of a husband and father it was quite a consolation to them to know that in life he had made provision for them after death.

Our delegate, P. J. Collins, returned from the Twentieth annual convention very well satisfied with the work done there. Our little division is getting along as well as could be expected with its limited membership; the only trouble we have is in getting a constitutional number for a quorum which makes our meetings very scattering; but we are working with a will and will make the best out of it possible. So with my good wishes for the future success of the O. R. C. I am fraternally

Yours in P. F.

T. E. BUCKLEY.

SIOUX CITY, IOWA, July 29, 1888.

EDITOR MONTHLY:—I will drop you a few lines to let you and your readers know what the Lincoln Division (No. 206) has done for me. They gave me \$305 that they had raised from other divisions, and they also raised \$68.05 among the railroad men at Springfield and buried my dear husband, and did all they could for me when he lay sick. And Mr. Sheehan got my children and me a pass from Springfield to Sioux City, Iowa. I think the members of the O. R. C. are all gentlemen for they have shown me a great deal of respect in my time of need. And I owe a great many thanks to Mr. W. P. Sheehan, for he has been a friend to me in my troubles.

I remain yours etc.

MRS. CLARA HAMER.

308 Wall St., Sioux City, Iowa

THE BUILDING PROJECT.

EDITOR MONTHLY :—Since the meeting of the Grand Division at Toronto, I have seen nothing in the columns of the MONTHLY in regard to the building scheme, which was brought before that body.

The special committee to whom the matter was referred, recommended the adoption of the resolution with a few slight changes, and fixed the maximum issue of stock at \$150,000, and the price at ten dollars per share. On a motion, the entire matter was referred to the next session of the Grand Division.

Now it occurs to me, that it is about time for us to commence the discussion of this matter in our division rooms, and through the columns of the MONTHLY, or the result will be that a majority of the delegates will go to Denver, knowing just as little about it as they do now. This is a very important matter, and as it must be settled in some way, I should like to see the question fully discussed. I believe there are many good things in this proposition, and that the more the members investigate it, the better they will like it. It seems to me to be a safe and sure investment, and with the donation of the building site offered by Cedar Rapids, it seems to me that it is something more than a speculation, it is legitimate business.

The citizens of the city have shown their faith by their offer to subscribe for the stock, if allowed to do so, and I believe there are hundreds of conductors who have a small amount, that they would like to invest in some safe enterprise, and who would be glad to secure some of this stock.

I have no doubt, that with the liberality exhibited by the people of Cedar Rapids, that a sufficient number of tenants could be secured before the building was commenced, to make it pay fixed charges, etc. I do not see that the location of the Grand Offices, has anything to do with the scheme. Of course as a matter of policy, it would be to their interest to be located in the building, in case of its erection, but their business would be a small figure in a building of that kind, and if circumstance demanded the removal of the headquarters, their place would not be difficult to fill, and without in any way effecting the investment.

While the rooms in which the Grand Offices are located at the present time, are both pleasant and convenient, the Order is rapidly outgrowing them. There is a constant accumulation of valuable papers, which must be kept at hand for references, that are not properly protected from fire, and no ordinary vault would answer for this purpose.

We are now face to face with this subject, and I believe that it should receive the earnest consideration of every brother, for it is of great interest to all. I should at least be glad to see some interest taken, and the subject discussed, so that when it comes up at Denver, the delegates will not say—that is new to me—I have never heard anything about it.

AURORA, ILL., July 19, 1888.

EDITOR MONTHLY :—I will endeavor at this late day to give your readers a short account of the excursion run by Belknap Division Number 96, on June 24th, to Deer Park, near La Salle, Illinois on the new I. V. & N. R'y, one of the loveliest spots in northern Illinois. It is utterly impossible to reach the park without passing scenery that is perfectly entrancing.

Our trains left Aurora June 24th at 7:30, one via Mendota, one via Streator and one from Sterling via Pawpaw and Mendota. Each train consisting of 9 coaches all filled to their fullest capacity. The train via Streator was in charge of C. F. Pomeroy who when he arrived at Streator found he could not accommodate Streator people, but the genial and ever ready Bro. "Jack" Flavin stepped up and said he had a little train of his own he was going to run, and would take all who wanted to go. This you will see made a grand total of 29 coaches, all full.

I have not the space to detail all the beauties of this trip, suffice it to say, not one has

expressed anything but the most genuine satisfaction with everything connected with the trip, and certainly the members of Division 96 cannot be otherwise than pleased with the outcome, as it was the most decided financial success of anything of the kind ever managed in this "neck o' woods." But then, our boys went in to win, and when old 96 takes hold, something moves, as every member "gets a hustle," so to speak, and that will count every time. Our division realized \$1,100 clear of expenses from the excursion, which places us on a pretty good financial basis. We as a division are on the road to prosperity financially and morally.

We enjoyed a rare treat last Sunday in the presence of Bro. E. K. Belknap and Bro. Hurty, during a session of our division. Both brothers made some remarks which were well received. Our division room has lately been newly fitted up, and is now as fine a lodge room as there is in the city, and we extend a cordial invitation to all brothers of the Order who may chance to pass this way, to call and see us. There is no formality in our make-up. We are "at home" to all brothers of the Order no matter where they hail from.

Yours in P. F.,

PLUNKET.

CHICAGO, Ill., Aug 13, '88.

EDITOR MONTHLY :—At a regular meeting of Stanchfield Div. 41, held Sunday Aug. 12, the subscriber was appointed as correspondent for the MONTHLY. The brothers, or so many of them as were present at this meeting were of the opinion that the territory round about Chicago was never heard from through the columns of the MONTHLY, and that they would be much pleased to take up the MONTHLY one month at least, and find something about this section, even though it was of no particular moment. Now if all the brothers of this division would attend the division meetings whenever the opportunity offered, there might be something to write about that would be of interest to the brothers of other divisions, scattered about this country. For questions would present themselves that would call out different opinions, and they could be presented through the columns of the MONTHLY, and get an extended opinion from the brothers of other divisions who no doubt would bring out points that would be entirely overlooked and thereby be the source of much benefit to us, as well as interest to all. But not so, the larger portion of the brothers are stay at home, and know nothing of anything transacted by the division, except they hear of it through some other brother. And while they do not know what argument may have been produced to bring it about, and casting their obligation to the wind as it were, set up a fearful howl about these actions, protesting against anything of the kind being done. Now if it were possible, or I might say probable, that any one would look up the whereabouts of these kickers, on the day this action was taken, they would be found out riding, or out to the park, or at home too tired to go to division, and spend the small space of two hours and go home better pleased for having done so. A large portion of these brothers have got so in the habit of staying away, that it is second nature with them, and those who do the fault-finding have made it first nature. It seems strange to me that a brother who feels about the O. R. C. as a large number do would immediately sever his connection with it. But not so, they retain their membership, and why? For nothing except that they can get favors extended to them as members of the Order, that would be denied them if they were not members. Now I am here to say, that my individual opinion is worth more to me than any power that is within the gift of man to extend me, and were I holding an opinion so totally against the principles of our organization as a good many are, the quicker I could sever my connection with it the better, and both to the organization and to the loyal members individually, for I have no doubt, that the uttered opinions of individual members of this Order have been the means of doing a loyal brother considerable harm, from the fact that he is a member of the same organization, and what he says reflects on that organization, and against a majority of its membership. Now I don't deny any brother or any man a right to his opinion, and a full and fair expression of it, behind closed doors, but I do deny his right to express his opinion against any action taken by

either a division or the Grand Division, while he retains his membership. If he desires to express an opinion contrary to such action after it has been taken, I claim he has violated his obligation, and should be dealt with accordingly, I have reference of course in the presence of outsiders.

Division 41 has a membership of 70 mostly freight conductors of the Rock Island and Wabash, the material is about used up, although we make a new member occasionally. We have now one candidate for initiation, and one for promotion.

Division No. 1 being more centrally located has a membership of over 200, and in a flourishing condition.

It is the intention of Stanchfield Division to unite with Chicago Division No. 1, (providing they are willing) in a union meeting to be held early in Oct., the last two I think were productive of much good, and I would like to see one in the Spring, and one in the Fall every year. And I see no reason why a large attendance could not be attained, and questions of importance given a full and free discussion. Hoping that we will be able to make the desired arrangements, and that the brothers will try one and all to encourage us with their presence and counsel.

I will bring this to a close, fearing that I have already occupied too much of your valuable space, and perhaps have injured some good brothers feelings, although I sincerely hope not.

C. H. WILKINS.

ELKHART, IND., Aug. 9, 1888.

EDITOR MONTHLY:—It is rather amusing to read some of the fraternal communications which have appeared in the MONTHLY since last May, and note how freely the brothers ventilate their views in regard to our treatment, individually and collectively, by the B. of L. E. and how earnestly and emphatically they condemn the actions of this same B. of L. "Q" as an organization, and then finally end their bitter and scathing denouncement by some such bitter remark as this, "Well, I am very sorry indeed that any such state of affairs exists between the O. R. C. and B. of L. E., and I hope all will be 'peace and harmony' again in the near future."

Now Mr. Editor, I readily agree with the brothers in what appears to be their *first impressions* in treating this subject, and I believe we have just and sufficient cause to resent the treatment which we, as an organization have received from the hands of this arrogant and oppressive B. of L. E. ever since they ignored our committee of Grand Officers which *we sent* to their last Grand Division to confer with them in regard to the passage of the "License Bill." By the way, I wonder if they would not be better pleased if this same license bill was a law to-day, and the many and severe snubs which we as individuals and divisions and as an Order have received both before and since then. But I cannot agree with the brothers in their closing sentiments and say that I am sorry such a feeling exists between the two organizations to-day and I will tell you why.

I am satisfied from the experience of the past fifteen years that the sentiments which are entertained by the B. of L. E. towards the conductors of to-day is in no great degree different from those which have always existed with them, only they are *open and avowed* to-day and are not covered through any feeling of policy which has heretofore obtained favors from the conductors for them, and which I imagine are not very freely granted at present; and so we are given to understand in language more forcible than polite that we are an association of "scabs" and sycophants whose presence ought not to be tolerated on the face of the earth, or among other railroad organizations. And I say, I am entirely satisfied with the present state of affairs for I know I shall not be compromised with from one to five engineers riding over the road with me every day. I believe I have not overdrawn the facts, but am willing to abide by the decision of the *only* ones who ought to know, i. e. the conductors.

And now to offset all this, let me ask the brothers what we have *lost* by this littleness which the B. of L. E. feels towards us? Do we owe a dollar of our salaries to any effort of theirs?

Are we not at least, in a degree more secure in our situations through the stand which we have taken, or should take, in regard to favoring these gentlemen and their families with transportation on our trains? Are these questions not fair and their answers plain?

Now I have not intended to descend to any mud throwing, or to the uttering of any sentiments which should offend any fair-minded thinking man who has followed carefully the records or history of these two organizations since their principle became public.

And so endeth the first chapter.

I would like to ask the brothers why we have not heard something through the columns of the MONTHLY about the scheme which Brother A. E. Ludington, of Division No. 8, spent so much time and energy to present to the consideration of the Grand Division at Toronto in May. I refer to his idea of founding and supporting an employment bureau. That is, that the Grand Division should take some steps to secure and pay liberally for (if necessary) the services of one of our best and most influential members to work under the directions of our G. C. C. to secure situations for those of our brothers who might need them. Of all our needs this ranks first. I think, and although the idea may seem visionary to you, brothers, I am satisfied that upon due deliberation you will see nothing but good in it.

Brother Ludington's proposition deserved a better fate than it received, and if the delegates had spent one-half the energy and eloquence upon this that they did upon a few objectionable truths in our Grand Officers reports, we should be in a fair way to benefit the brothers who need help every day and who always will need help in this particular respect.

I expect this will draw a reply from some one, and we shall never get each others ideas unless we do as St. Paul, or Mr. Arthur said, "Reason together," and when the next Grand Division meets perhaps the delegates will be willing to talk for their own interests and not upon the interests of others.

Yours in P. F.,

H. W. G.

DES MOINES, IOWA, Aug. 1, 1888.

EDITOR MONTHLY:—Not having seen anything from the correspondent of Division No. 38 in our MONTHLY I will give you a few lines in regard to a trip to Boone, Iowa, to attend a union meeting in response to an invitation from the members of Division No. 34. Through the kindness of Supt. Martin of the St. L. D. M. & N. Ry., several of the members of this division left here on a special train at 9:30 a. m., July 22nd. The day being pleasant we enjoyed the ride over the little Narrow Gauge which by the way is not so slow. Arrived at Boone in good time and were met at the depot by several of the members of Division No. 34 with street cars at our service to take us to the Hall where we found over one hundred of the boys assembled with G. C. C. Wheaton in their midst holding a grand reception. After a short session we took a recess and were conducted to the hotel where they had provided for us with the good things for a hungry railroad man, which you know that as a class we can enjoy. Dinner over we assembled in Masonic Hall where we enjoyed a fine meeting presided over by G. C. C. Wheaton. Before closing Bro. Frank Champlain, C. C. of division No. 34 invited every one present to meet him at his home between seven and eight o'clock. After supper we were conducted to his elegant home where we found the yard full of O. R. C. boys, and Bro. Champlain happy and doing his best to make every one else the same. Inviting us into the house we found Supt. Hopkins of the C. & N. W., who made us a neat little speech of welcome after which we were again surprised by invitation into the dining room where we found ice cream and cake etc. After a very pleasant visit and getting acquainted with a number of the boys we were reminded that this, like all of the good things of this life, must come to a close so we boarded our special for home all voting the union meeting a success, and that the members of Division No. 34 knew how to entertain in royal style. It is useless to try to name any one, as all of the boys seemed to try to see which could do the most. All we can say is, when you have another union meeting please let us know and we will be there.

H. CASE.

EDITORIAL.

THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor.*

E. H. BELKNAP, W. P. DANIELS, A. B. GARRETSON, W. J. DURBIN, *Associate Editors*

The Editorial Department of the Railway Conductors' MONTHLY will not be used to vindicate the personal cause of any Grand Officer or any member of the Order.

The members of the Order are placed face to face with the questions, in this issue of the MONTHLY, of the necessity of having an editor for the MONTHLY who has been trained for such work. Bro. Wheaton is trying to follow out the instructions of the Grand Divisions in visiting divisions and has gone on an extended tour, taking in the divisions of Lower Canada, holding for their benefit a union meeting at St. John, New Brunswick, and will also take a part of the vacation allowed him and pay a visit to his parents.

The task of editing the MONTHLY therefore falls into the hands of his Deputy, whose education in the matter of editing a MONTHLY is on a par, with his knowledge of an open Polar sea, of course this does not deprive any member of the Order of his right to kick, and find fault with the entire number, for you might as well deprive some people of life as their right to kick. But we give all a fair warning, and if you don't want to die early don't read this number of the MONTHLY. Kicks won't effect me for I am bullet proof, and having made up my mind to inflict this punishment on the readers of the MONTHLY, there is but one way of escape, that is to have nothing to do with it, only keeping the number for filing purpose, and to save a blank in your collection.

THE DETECTIVE SYSTEM.

The story published in this number of the MONTHLY—"A Pinkerton Man's Plight"—reads like a romance, and at the same time reminds us of the rulings of some Caliph, such as we read of in the Arabian Nights. That a Mexican Judge should teach the world a lesson in justice only shows that the world has still something to learn. We have been led to believe that everything is very crude and uncivilized in Mexico, but if such be the ruling in their courts of law, it would be well to import a few Mexican ideas or a few Mexican Judges.

There may be a necessity for the employment of secret police or

detectives, but there is no necessity for making use of tools, such as they do, in order to perform the work ; beings in the garb of men who will not stop at any means to secure the report asked for, and to whom it makes no difference whether or not the man be innocent or guilty, they are expected to make a certain report, and they know, or are given to understand, that their future employment depends upon their success in the case in hand.

If men of skill and intelligence were employed, the result would be far different ; but the truth of the matter is this : The detective force is recruited from the criminal classes and from the slums of the city.

We have before us a printed report of the trial of John Van Daniker on a charge of embezzlement, in his capacity of conductor on the Philadelphia & Erie railroad. This book, we understand, was published at the expense of the Pinkerton agency, and copies were sent to the managers of railroads throughout the United States as an advertisement of their work.

When the matter was placed in their hands, they were asked to send good and tried men. The evidence shows that many of the detectives were employed through an advertisement in a New York paper. Two were bar-tenders by profession, one of whom had never before engaged in detective work. Four others were employed for this special service, having made application in answer to an advertisement of the agency. One man had been in this country only a few months, and had done nothing up to the time he answered this advertisement and became employed on this case. One was a day laborer, who had answered the add and was employed part of the time as a detective. Another had previously been indicted for felony. One had been an inmate of a reform school because his parents were unable to control him and keep him in school.

There were sixteen men in the gang working the road. They all stopped at a special boarding house provided for them by the agency, and which was kept by two women from Chicago who came there in the employ of the agency. Such was the class of men who were entrusted with this conductor's position and standing in the community. The conductor's report showed \$9 in excess of the fares, said to have been paid by the spotters, but their reports showed a discrepancy on his part of \$73.25. The jury deliberated on this case two hours and fifteen minutes, and returned a verdict of *not guilty*.

It is by just such methods as these that conductors are discharged.

Men who have grown gray in the service ; men honored by the business community, and who hold positions of public trust.

If railway companies feel that they must shadow some of their conductors, let them employ *men* to do it ; men whose word can be relied upon ; men who will not make any kind of a report that their masters choose to bid them, and who cannot be made the tool of any one provided the compensation be large enough.

The detective system, as practiced through some of these agencies, has grown to be a curse to the community instead of a protection. Families are broken up, and the court dockets filled with cases that are a shame to our boasted civilization.

The detective agencies receive large pay for the work they do, and could well afford to employ reliable men ; but it is a question whether a part of the money so spent would not produce better results by being added to the salaries of the employes whom the spotters are hired to watch.

"THE COMBINATION."

The entire efforts of the Brotherhood of Locomotive Engineers, seems now directed towards the forming of a combination of the different classes of railway employes, with the exception of course of the Order of Railway Conductors.

It is but a very short time since the B. of L. E. refused point blank to have anything to do with any railway organization ; even the poor firemen were snubbed. What has brought about this change ? Surely the strike on the Q had nothing to do with it ! for that is a success ! At least it has not been declared off yet, and the natural conclusion is that it is a good thing or they would not hold on.

The *Railway Age* in speaking of the joint convention at St. Joseph, Mo. says, and we believe every word of it to be true, that if such a combination of railway employes could be formed and could be fairly and ably carried on it might have some beneficial effects. So far as it aimed only to secure the just treatment of railway men by their companies and to raise the character of the service it would be entitled to and receive public sympathy. But the danger is that its power would be turned into tyranny by the radical element, and this would prove fatal to its existence. Just so far as this or any other organization should undertake to carry out its decisions by combining to stop the operations of the railways in whole or to any considerable extent, so sure would it be to clal down upon it the mighty power of public sentiment and of the whole

government. Laws would be passed, if they do not now exist, under which a general strike would not only be made a conspiracy against the public welfare and punished as such, but by which desertion from the service of the company in the movement of trains without adjudicated cause and under reasonable notice could be punished as crime. To some such control of the railway service by the government as this will it surely come if railway employes instead of favoring peaceful settlement of differences with their companies shall undertake to coerce not only the railways but the whole public into compliance with their views. The spirit of the proposed federation, as it is indicated in some of the reported speeches, shows that the movement has dangerous features, and the influence of peace-loving and fair-minded men in the railway service should be promptly exercised to prevent any such action as would compel the interference of the state and national governments for the protection of the people.

OUR TRIP.

We left the general office on Wednesday, July 25, for a business trip for the Order. Our first stop was at Cleveland, Ohio, where we met several brothers of the Order in the matter of their grievances. From thence to Easton, Pa. and Phillipsburg, N. J., where we attended a union meeting of the Order.

On Thursday evening, August 2, we left New York, on the steamer Massachusetts, of the Providence line, for Boston, and from thence at one o'clock A. M., on Friday the third, we sailed on the steamer Cumberland, of the Union Steamship Company, for St. John, New Brunswick; and to all who are contemplating a pleasure trip, for rest and recreation, we will say that this trip furnishes the best of conveniences and inducements for a week away from duty, of any that we have traveled over for a long time. The elegance and comfort of the Sound steamers have established a world wide reputation, while those of the Union Steamship Company surpass those of the Sound steamers. They are in charge of trusted and experienced officers, who are at all times willing and ready to do all in their power to make the journey pleasant. Their table is as fine as that of any of the steamers that sail the Atlantic.

Leaving Boston at 9 o'clock A. M. we spent the day very pleasantly, arriving at Portland, Maine, at five o'clock P. M. The steamer carried some nine hundred passengers, which certainly attests the popularity of this route.

After an hour or so at Portland, we were again away and after a good nights rest we found ourselves at breakfast time at Eastport, Maine,

at the very extreme edge of the United States. After two hours waiting for the discharge of freight, and for the arrival of the steamer from St. Andrews and Calis, Maine, we are again away.

At this time we were met by Bro. Cassidy and Bro. McPeake Chief Conductor and Secretary of Division No. 216; and also by the genial Dr. Walker of St. John, New Brunswick. and in their company we past the day very pleasantly, arriving at St. John, at 2:30 P. M. on the 4th. Our sail up the Bay of Funda was not so pleasant as it might have been, owing to the rough condition of the water, and the mist and fog that continually covered us. However we had the satisfaction of making the trip in safety and not missing a meal on the route.

During our stay at St. John we were quartered at the Victoria hotel, where mine host McCormick did every thing in his power to make our stay pleasant. On Sunday we had a very enjoyable meeting of St. John Division, No. 219; and also a meeting with Bro. George W. McCully, from Division No. 203, located at Truro, and Bro. Olliver, from the division at Moncton.

On Monday evening we were given a very nice dinner by the brothers of Division No. 210. We clip the following account from the St. John *Daily Sun*.

Last evening a party of forty gentlemen sat down to dinner in the spacious dining hall of the Victoria hotel, and as pleasant an evening was spent by all present as could have been desired. It was a complimentary dinner given by New Brunswick Division No. 219, of the Order of Railway Conductors, to C. S. Wheaton, of Cedar Rapids, Iowa, the Grand Chief Conductor. New Brunswick division was organized on August 7, 1887, so that this was the anniversary of the formation of the division which made the event all the more interesting. There were in attendance about 20 conductors and the guests included His Worship Mayor Thorne, His Worship Mayor Chesley of Portland, Warden Peters, Sheriff, Harding, Hon. R. J. Ritchie, J. V. Ellis, M. P., H. D. McLeod, F. W. Holt, of St. George, J. E. Lynott, of St. George, Dr. Thomas Walker and J. E. B. McCready. E. W. Cassidy, the Chier Conductor, occupied the chair, having at his right the guest of the evening, Mr. Wheaton, and at his left Hon. Mr. Ritchie. The vice chair was ably filled by Geo. H. Trueman, the Assistant Chief Conductor, who was supported on his right and left by Mayors Thorne and Chesley respectively. The dinner was an excellent one, the tables being very handsomely arranged. The menu was as follows:

SOUP.

Consomme Victoria.

Mutton Broth, a l' Anglaise,

Potage au ris, a la Vierge.

FISH.

Boiled Salmon, a la Cardinal,

Filet of Sole, a la Zingara.

RELEVES.

Ham, champagne sauce,

Fresh Beef, a la paysanne.

ENTREES.

Filet of Beef Pique, a la Parisienne,

Chicken Sautée, a la marengo,

Timbale of Macaroni, a l'Italienne,

Soufflet of Apples, glace au rum.

RAILWAY CONDUCTORS' MONTHLY.

ROAST.

Sirloin of Beef, dish gravy,
 Stuffed Veal, au jule,
 Stuffed Chicken, giblet sauce,
 Canada Mutton, with jelly,
 Spring Lamb, mint sauce.

VEGETABLES

Mashed and Boiled Potatoes, New Beets, with cream,
 French Peas, Butter Beans, Celery, Tomatoes.

RELISHES.

Tomato Catsup, Worcestershire Sauce, Walnut Catsup,
 Assorted Pickles, Pickled Beets,
 Horse Radish, Shirley Sauce, Chow-Chow.

PASTRY.

English Plum Pudding, Brandy and hard sauce,
 Apple Pie, Blueberry Pie, Raspberry Pie,
 Assorted Cake, Chocolate Squares, Ice Pound Cake,
 Sponge Slices, Royal Ice Cream,

DESSERT.

Bananas, Oranges, Apples, English Walnuts, Castana, Pecan Nuts,
 Raisins, Almonds, Filberts,
 French Cafe, Oolong Tea.

AFTER THE GOOD THINGS

had been thoroughly discussed the chairman called upon Frank J. Mc Peake, the secretary to read letters of regret that had been received from several gentlemen who had been invited to the dinner.

Mr. Mc Peake read letters from Sir Leonard Tilley, U. S. Consul Murray, James T. Thurber, of the Boston & Maine railway; F. W. Crane, of the N. B. railway; D. Pottinger, of the I. C. R., and others, regretting their inability to be present and expressing the hope that the dinner would prove a success as they felt satisfied it would.

The toasts then began, the chairman acting as toast master.

The Queen and the President of the United States have been honored, the toast of the evening was drunk with musical honors.

MR. WHEATON,

in responding, thanked the division for the kind treatment he had received at their hands since his arrival at St. John. The education the conductors received in the organization, he pointed out, had this tendency to make sober, honest and industrious men of them. It made better citizens of them and there was no conductor in whose hands were not the lives of hundreds of people. The Order was different from any other of the kind. The members were not bound to go out on a strike when ordered to do so. It was opposed to strikes, each man standing a sovereign in and of himself. No one could compel the members to leave their situations or to accept any position unless they desired to do so. There was an insurance department in connection with the Order, and last year \$130,000 had been paid to the widows and children of conductors who had been killed in the service. Before resuming his seat, Mr. Wheaton again returned his sincere thanks for the cordial reception given him and said he would carry away the most kindly remembrances of his visit to this city.

THE PARLIMENT OF CANADA

was responded to by Mr. Ellis, M. P.; the Local Legislature by Hon. Solicitor General Ritchie; Our Superior Officers by Divisional Superintendent McLeod, of the New Brunswick and Supt. Holt of the Grand Southern railways; Cities of St. John and Portland by Mayors Thorne and Chesley, Warden Peters and Sheriff Harding; the Medical Examiner by Dr. Walker; the Press by M. Ellis, Mr. McCreedy of the Telegraph and a representative of *The Sun*.

The vice-chairman proposed the junior members of the division and Andrew Rainnie responded.

The health of Mr. Lynott, ex-M. P. of St. George, having been drunk, that gentleman responded in a very happy speech.

The ladies brought Fred McLellan, Wm. Berryman and Benj. Shorten to their feet, Mr. Berryman singing a French song very acceptably.

The vice-chairman being called upon made a few remarks, which he concluded by proposing the health of the chairman. Mr. Cassidy replied, taking occasion to mention that the officers of the several roads had given as many of the conductors as could possibly be spared permission to be present.

The toast of the Order was next drunk and Mr. Wheaton responded in a brief speech. He explained that the first division was organized in Illinois in 1868, but several years elapsed before the Order was established on the present basis. There were at present 240 divisions in Canada, the United States and Mexico with a membership of over 14,000.

The health of Frank J. McPeake was next drunk and Mr. McPeake replied.

The toast of New Brunswick Division brought Mr. Cassidy to his feet again.

The vice-chairman proposed Our Host, and W. P. McCormick, the brother of the proprietor, responded on his behalf in a very happy speech.

After Our Next Merry Meeting had been drunk, the company sang Auld Lang Syne and broke up after an evening of exceptional enjoyment.

The officers of New Brunswick Division are as follows :

E. W. Cassidy, C. C.

Geo. W. Trueman, A. C. C.

F. J. McPeake, S. and T.

Fred McLellan, S. C.

M. Burgess, J. C.

D. McQuarrie, I. S.

Joseph Henderson, O. S.

On Tuesday morning in company with several brothers of the Order and the General Manager and Superintendent of the New B. Railway, we started on our homeward journey, and at 6:30 A. M., Wednesday morning we were again in New York City.

The recent change in the rail connections have placed the city of St. John within twenty-four hours of the city of New York. Leaving St. John at 6:40 A. M., you can be in New York City at 6:40 the next morning.

After a pleasant interview with Mr. Lang, of the B. line, we were soon at home, where we expect to enjoy two or three weeks vacation and rest.

TO GRAND CHIEF CONDUCTOR WHEATON:

After leaving Cedar Rapids, June 3rd, the first stop was at Topeka, where I asked for and obtained transportation from Mr. Geo. L. Sands, General Superintendent of the A. T. & S. F. road, over their line. Stopping a few hours at Newton, I proceeded to Las Vegas, which place I reached on the night of June 6th. The brothers of No. 70, with perhaps the exception of the Secretary, were not aware that I intended paying them a visit. The Secretary not being at home, after some difficulty I found Chief Conductor Schroth, who informed me that it would be impossible to get a meeting of the division; but had they known of my coming could have easily arranged for a meeting. That evening about 7 o'clock he received a telegram from the Secretary of the Division, dated

at Albuquerque, saying that I would be there and to look out for me. I offered to stay over until the next evening, but they could give me no assurance that they could arrange a meeting of the division in that time, so I proceeded to El Paso.

On arriving at El Paso I was fortunate enough to find Brother Spencer, the Secretary, who made things as pleasant and comfortable for me as possible. On Saturday evening I met with Division No. 69 and gave them some instructions in the manner of carrying on the work of the Order. The division had not been visited by a Grand Officer since its organization, and the work was not as perfect as it might have been. However, they were willing to learn, and were glad to be instructed, and I expect to hear good reports from the division in the future.

Having accomplished all that could be done at El Paso, I left there Sunday morning for Winslow, Arizona, arriving at the latter place Monday evening. Being one day ahead of time I had plenty of time to get acquainted with the people of Winslow. Brother Roberts had all arrangements made for a meeting on Wednesday, and several brothers availed themselves of the opportunity to be present, Assistant Superintendent Dodge arranging his trains so as to permit of as many brothers as possible being present. The work of the order was fully exemplified at this place on four candidate, and the brothers instructed as to the condition of the Order, and the manner in which the work was being carried out, as unfortunately they were not represented by a delegate at Toronto. Everything was done that possibly could be done to make my stay pleasant while at Winslow.

From Winslow to Los Angeles the ride was anything but pleasant so far as the weather was concerned, the thermometer for nearly a whole day standing at 108 in the sleeper. From Barstow to Los Angeles I rode with Brother W. O. Mohler, of Division No. 91, and was glad indeed to meet him. At Los Angeles I was taken in hand by Brother King, together with some of the other brothers, and treated to a carriage ride over this beautiful city. In the evening I met with the division, after many a struggle to get a quorum. Brother King had not received the communication sent out to the divisions from the general office, and was in ignorance of my intended visit until the night before I arrived. It does seem to me that there is not the interest taken in the work of the Order at this place that there should be. There are many members of other divisions located at Los Angeles, who do not affiliate with this division, which is a great wrong to themselves and to this division. I see no reason why this division should not be one of the very best on

the Pacific coast; there certainly is opportunity for good work to be done at this point.

Leaving Los Angeles in the evening, my next stop was at Tulare. Here I found but one member of the Order, Bro. P. F. Roche, who had been endeavoring to carry this division along, both financially and otherwise, by himself, but had almost given it up as a thankless task. I became convinced that it was useless to keep a division at this point; there was not enough material to keep the division in good working order, and I therefore arrested the charter of Division 116, and appointed Brother P. F. Roche custodian of the property.

From Tulare I went to San Francisco. I was met at Oakland by Brother Dillon, Secretary of Division No. 115, and we proceeded directly to the division room, where several brothers were awaiting my coming. We had, I think, a very pleasant and profitable meeting. One member joined the division by transfer card, and I conferred the second degree on one member and the first degree on two candidates. There were not as many brothers present as would have been had the meeting occurred any other day than Sunday, as this is their very busiest day on account of the many special passenger trains that are run to various points from San Francisco. Some of the brothers acknowledged that they had not attended division meetings as often as they might have done, but promised that hereafter their very best endeavor should be for the interests of the Order, and I believe they were in earnest. My time in San Francisco was limited, as I was compelled to return to San Bernardino to organize a division there. I, however, spent one day visiting relatives at San Jose, and left San Francisco Tuesday morning for San Bernardino, where I arrived at 7 p. m., Wednesday, being delayed twelve hours by a wreck on the Southern Pacific. I found several brothers of the Order at San Bernardino, some of whom I had met before, and seven names were answered to on the call of the charter list for organization. I was obliged to object to one of the names on the charter list, on account of the candidate not having run a train the required length of time. The special session of the Grand Division was called to order with the following members: J. B. W. Johnston, D. G. C. C.; C. T. Caines, A. G. C. C.; A. W. McLean, G. S. & T.; J. F. McCarthy, G. S. C.; M. D. Jones, G. J. C.; J. W. Cornic, G. I. S.; J. M. Fisher, G. O. S. F. W. Craven, Robert Knight, W. J. Whedon, J. N. Kinnucan, J. F. Callbraith, J. R. Cutting, A. L. Wiley, Wm. McFarlane, F. W. Corbitt answered to the call of the names on the charter list. The work of both degrees was exemplified on J. Kinnucan and A. L. Wiley; the balance received the work by com-

munication. The following officers were then elected; J. R. Cutting, C. C.; T. W. Corbitt, Ass't C. C.; J. Callbraith, S. & T.; Robert Knight, Senior Conductor; J. N. Kinnucan, Junior Conductor; A. L. Wiley, Inside Sentinel; Wm. McFarlane, Outside Sentinel. The name of the division is San Gabriele Division, No. 238. There are a great many members of the Order at this point, who have expressed themselves as desirous of joining the new division by card; there are also quite a number of conductors running out of San Bernardino, who are not members of the Order, who will avail themselves of this opportunity to join. In fact, I shall be very much disappointed if this division does not make a very good showing before the end of the fiscal year. I hope the members will forgive me for keeping them so long in the division room that some of them fell asleep before the closing. But 3 a. m. is a pretty late hour to close.

I left San Bernardino at 4:20 a. m., and arrived in Sacramento the next morning, to find that the brothers had expected me the night before and that many had laid off to be present, coming from quite a distance. I was very sorry to disappoint them but it could not be helped. I had telegraphed them my inability to be present, that day, and my message had not been delivered.

At Sacramento I met Brother Fisher, deputy sheriff of the county who took me in charge and delivered me safely to Brother Calderwood. In the forenoon I had quite a visit with Brother Calderwood during a ride which he gave me to many points of interest in the city. Brother Calderwood's interest in the Order and his heart are as big as his body, which all that know him can assure you is not very small.

In the evening we had a very pleasant meeting with Division No. 95. There were no candidates on which to exemplify the work, but many points were taken up and instructions given. This is one of the best working divisions which I have visited on the trip. I left Sacramento the next day at noon; before leaving I took dinner at the depot dining room, presided over by Mr. Ben Steinman, and a more pleasant gentleman or a better table it has not been my pleasure to come in contact with on the trip.

My next stop was at Ogden, which place I reached Sunday evening, to find that my messages had again miscarried, and they all had expected me Friday evening, and when I did not arrive had given me up. After some time I found Brother Thomas, the Secretary, who was sick in bed. After some considerable work a meeting was called for Monday evening, and several brothers were present; in fact, a much larger

meeting than I had anticipated. The work done there I will submit to you in a private report for your final action.

At Ogden I received notice from Salida Division No. 132, that it would be impossible for them to get a quorum together, and it was useless for me to stop. I found, however, on my trip to Salida, one brother who knew nothing of my coming. I do not think it is right, when so much pains and expense has been incurred to provide a deputy to look after the interests of the divisions, for them to refuse to see him or to make a special effort to hold a meeting.

At Pueblo I was met by Brother Silvernail, of Division No. 44, who gave me an outline of the action taken by him in the case of Division No. 36, and we arranged for a meeting of that Division. We held a meeting with six brothers of No. 36 present and also several members from other divisions. I am satisfied that No. 36 is now in fair shape, and as soon as the vacant offices are filled will be able to do work in a creditable manner. There are several asking for admission, and many brothers of other divisions in that locality who will now join by card, who would have nothing to do with the division before, under its former management.

Nickerson I did not visit, owing to instructions I received from you saying that they requested the date cancelled. Their Secretary informed me that the reason for this was that they were afraid if they received me they would have no chance to receive a visit from the Grand Chief Conductor, which they were very desirous of doing.

After three or four days spent at my home at Newton, closing up some business which I left unsettled when I was called to the office before, I left for Cedar Rapids, where I arrived on the morning of July the 4th.

I believe from what I have seen that the Order in the west is in as good condition as could reasonably be expected of it. The members are loyal and willing to work, and, I believe, will accomplish much good. They were all very glad to receive a visit with the exception of the cases I have mentioned, and some of them said that they had never felt before as though they had belonged to the Order, they had been left so entirely alone. At every point the brothers promised to take hold of the work of the Order with renewed vigor and carry it out to a successful end.

In the matter of advertising, for the MONTHLY, wherever I had time to attend to the matter I was always successful. In San Francisco I was obliged to leave the matter in the hands of two brothers of that division who, I am satisfied, will attend to it and get us considerable advertising

from that point. I think it would be a good plan for the brothers to take note of the advertising in the MONTHLY, and whenever they can say a good word for our patrons to do so. In this way the value of the MONTHLY will be increased as an advertising medium, and it may be made to pay a handsome profit to the Order.

Before closing this report, I wish to return my thanks to the brothers all along the route, for their universal kindness and courtesy to me, and they can rest assured it will not soon be forgotten.

JOS. B. W. JOHNSTON,
D. G. C. C.

NEW HAVEN, June 25th.

C. S. WHEATON, G. C. C.,

Dear Sir and Brethren:—In conformity with your instructions I have to report to you the organization of Division 237 on Sunday, June 24th. Special session of Grand Division was organized at 10 a. m., with the following officers:

A. S. Ostrander, Div. 201, D. G. C. C.; W. W. Pardee, Div. 201, D. G. A. C. C.; A. A. Beals, Div. 198, D. G. S. & T.; C. S. Brigham, Div. 50, D. G. S. C.; C. R. Neale, Div. 201, D. G. J. C.; A. W. Read, Div. 168, D. G. I. S.; A. B. Murphy, Div. 54, D. G. O. S.; H. S. Beers, Div. 201, D. G. M.

The following named applicants for charter were then admitted and obligated and instructed in first and second degrees: E. E. Bryant, E. H. Moore, J. Wilkins, W. H. Moore, D. T. Nye, A. B. Hassan, J. C. Nichols, A. C. Decatur, S. O. Norris, M. J. McLaughlin, F. Lyons, E. Prindle, E. A. Dewey.

The following officers were elected and duly installed; A. B. Hassan, C. C.; E. Moore, A. C. C.; E. E. Bryant, S. & T.; S. O. Norris, J. C.; E. Lyons, I. S.; E. Prindle, O. S., the office of S. C. being left open until afternoon, when Bro. A. J. Rice was elected and installed in that office. At the afternoon session the work of the two degrees was exemplified in full upon the following named applicants: E. R. Tibbitts, A. J. Rice, J. B. McCormick, J. Corcoran, W. J. Mitchell.

Too much praise cannot be given to the officers of Divisions 198 and 201 for the almost perfect rendering of the work. Each officer is to be complimented, the Ritualistic work being almost letter perfect, and the floor movements of the most impressive. Although the day was intensely hot, yet nearly two hundred brothers were present from Divisions 50, 54, 122, 146, 151, 157, 168, 201 and 233, and all expressed themselves as well pleased with the work of the day.

After the completion of the work a social meeting was held of about one hour, at which speeches were made by a number of the brothers, and the D. G. C. C. took occasion to thank and compliment the officers of Divisions 198 and 201 for the able manner in which the work had been rendered.

LEGAL.

Edited by R. D. FISHER, Indianapolis, Ind.

1 *Passenger Service—Platform—Notice to Passengers.* In an action by plaintiff to recover for injuries sustained by his wife resulting by reason of the misconduct and negligence of the conductor and others in charge of defendant's train, in that they directed her to go down the track and away from the platform to board her train, and that by the assistance of a servant in uniform who put his hand under her arm and assisted her to gain the lower step, when by a sudden jerk of the train she was thrown under the wheels and snffered the loss of an arm.

Held, That the mere existence of a platform at a railway station, is not necessarily notice to the passenger that the train must be drawn up to that place to receive him, and that the company requires that he shall enter the cars at that place and is prohibited from entering them elsewhere.

2. *Person Acting as Officer—Evidence of Employment.* Where a person at a railway station wore the company's uniform and gave direction and assistance to the passengers, *held,* that the latter may rely upon this as *prima facie* evidence that he is an officer of the company.

3. *Negligence Entering Car While in Motion.* It is not negligence *per se* to get on board of a car while in motion. Judgment for plaintiff affirmed.

Baltimore & Ohio Ry. Co., v. Kane, Md. S. C., May 12, 1888.

Burden of proof—Bridge Repairing—Knowledge of—Negligence of Conductor. In an action against a railroad company for the death of a conductor, it appears that the accident occurred while deceased's train was running at an immoderate rate of speed over a bridge which was being repaired, when the bridge gave way, and that the conductor knew that the repairs were being made.

Held, That the burden of proof was on plaintiff to rebut the presumption of negligence, and to show that the engineer was running contrary to the conductor's orders.

St. Louis etc. Ry. Co., v. Morgart, Ark. S. C., May 21, 1888.

Parting of Train—Conductor Killed—Detaining Brakeman. Where a conductor of a freight train had three brakemen under him whose posts were respectively upon the forward the middle, and the rear cars of the train. The conductor stopped the middle brakeman when he was about to go to his position, and desired him to help check way bills. While the middle brakeman was off duty the train broke near his post. The engine and forward cars were stopped when it was found out what had occurred, and backed up to re-couple onto the rear cars. In backing up the forward cars collided with the approaching rear cars and the conductor was killed.

Held, That in detaining the middle brakeman from going to his duty, the conductor was not guilty of contributory negligence and could recover.

Brown v. Cent., Pac. Ry. Co., Calf. S. C. 12, Pac. Repr. 512.

Milage Tickets—Conditions on Which Sold—Ejectment—Evidence. In this case the plaintiff was ejected from a train of the defendant's road upon which he was traveling by virtue of a milage ticket, and subsequently sued for damages. The answer plead that the ticket was issued upon the condition, of which the plaintiff had notice, that it was not available over that portion of the road upon which he was traveling. Upon this point there was a conflict of testimony, the plaintiff contending that he had received no such notice. Instructions had been given by the general manager of the road to its agents and conductors not to honor such tickets, both verbal-

ly and in writing, but upon the trial no copy of such instructions could be produced. The verdict was for the defendant, and plaintiff appealed.

Held, That the jury are the judges of the credibility of the witnesses; that there was no error in admitting oral testimony as to the purport of the instructions concerning mileage tickets, and that the evidence that the road had sold the same kind of ticket to another person about the same time, and that such ticket was used without objection by the company, was inadmissible. Judgment affirmed.

Panheimer v. Denver etc Ry. Co., Colo. S. C. 28 A. & E. R. R., 120

Breach of Contract Construed—Wrongful act of Conductor—Recovery. The conductor of the train on which the plaintiff and his family were passengers, instructed them to pass into the forward car, as the one they were on would be left at a station. In attempting to do as they were instructed they were required to leave the car in order to enter a car in front. After leaving the car in which they were seated and before they could enter the forward car, or even regain the one they had left (which was not left as directed) the train started, and the plaintiff laying his hand on conductor's shoulder said to him: "Hold on, we are not on yet," but the conductor paid no attention to him, but signalled the train to move on, leaving the passengers, who were denied the comforts of the depot, and required to travel four miles during inclement weather. From a judgment of \$700 the company appealed.

Held, 1. That the wrongful refusal of the company to carry the passengers was a tort, and not a breach of contract, and an action therefor is an action *ex delicto*.

2. That the verdict was not excessive, and for the wrongful act of the conductor the company must respond in damages. Affirmed.

Lake Erie etc. Ry. Co., v. Acres, Ind., S. C. Dec. 18, 1887.

Carriers—Passengers—Conditional Ticket. Where an agent of the defendant sold "B" a ticket to a point beyond its line and return, conditional that the defendant company was not responsible beyond its line, and that it was not good for a return unless it was properly stamped at the end of the line. "B" presented himself at the appointed place to have his ticket stamped, but no agent was present to stamp the ticket. Upon his return "B" presented his ticket to the conductor who refused it because it was not stamped, and ejected "B" from the cars.

Held, That defendant was not liable, as it was under no obligation to accept the ticket, according to the contract, as it was not by defendant's failure that no agent was present to stamp it at place of departure on the return trip.

Malvern v. S. Louis etc. Ry. Co., U. S. S. C., May 14, 1888.

Failure to Stop Train at Station—Protection to passengers—Impolite Conduct of Conductor. Where the plaintiff (a school teacher) after purchasing a proper ticket took passage from one intermediate station to another upon a passenger train. It failed to stop at the platform, by reason of defective brakes) at her place of destination, which was a flag station, but carried her a mile beyond, where the train was stopped and the conductor asked her to elect whether she would go on to the next station or get off there. She chose the latter, and without the aid of the conductor she managed to leave the car with her baggage with some difficulty, while the conductor and brakeman gaily annoyed her with misconduct.

Held, that such evidence was admissible, and that a railroad company is bound to protect all passengers on its trains from oppression, fraud, malice, insult or other willful misconduct on the part of those in charge of the train, and to protect female passengers from obscenity, immodest conduct, or wanton approach. For its failure to provide such protection and courteous treatment and assistance to those about to leave its train, it is liable for exemplary damages.

L. A. & N. Ry. Co., v. Bullard, Ky. S. C. March 5, 1888.

Note: The trial court awarded the plaintiff \$3,000 damages by reason of her being carried beyond her destination, and the consequent fatigue in walking back, whereby she became sick and was unable to conduct her school for some. But the court reverses this judgment and awards exemplary or actual damages only.

MENTIONS.

—Mrs. Wheaton has been quite sick during her visit home, with quinsy, but is now able to be about.

—The wife of Brother M. A. Lally has been very ill, but we are pleased to say that she is now convalescing.

—The Northern Central Railway depart from their usual custom on August 5th, and run one passenger train each way on Sunday.

—Union meetings were held during the month of July at Easton, Pa., Phillipsburgh, N. J., and Boone, Iowa, with a good attendance in each case.

—Will W. Dodd, a contributor to our magazine, whose former address was 344 Michigan avenue, Chicago, please send his address to this office.

—Bro. C. A. Millard, Supt. of the Ontario Navigation Company, has been called to mourn the loss of his mother who died at the advanced age of 96 years.

—Division Number 196 located at Jacksonville, Florida, has been obliged to suspend their regular meetings until November on account of yellow fever in their district.

—G. C. C. Wheaton has been obliged to spend three or four days of his vacation in a dentist's chair, owing to difficulty with his teeth. If this comes with vacations, excuse me from vacations.

—Brother Ben Collins, of Division 53, has been appointed train master of the San Antonio & Arransas Pass railroad. Brother Collins has charge of 528 miles of road. Success to you, Ben.

—Brother George Loughridge has been called to Dillon, Mont., by the serious illness of his father. We extend our sympathy, and trust that we may be able to record his recovery in our next issue.

—Priest Division No. 55 would like the address of Brother J. M. Hunter. Any person knowing his whereabouts will please communicate with the Secretary of that Division, No. 4 Watervleit st., Albany, N. Y.

Brother MacKinfus, of Division 196, who died a short time since, allowed his insurance to expire about a month previous to his death. We understand that Brother MacKinfus' family are in straitened circumstances.

—Brother Ed Fay, accompanied by his brother gave this office a call August 23rd. We were much pleased to see Ed; he is looking well and hearty. He is on his way to visit relatives in the northern part of the state of Iowa.

—Brother A. B. Dessery, formerly a conductor on the Mexican Central, and a member of Division 69, is now a member of the firm of Geo. F. Cottrel & Co., excursion agents. His residence and headquarters is at Los Angeles, Cal.

—We wish to correct the statement made in the August number of Brother Kilpatrick's connection with the Order. He was one of the first in the organization of Division No. 1, which was organized December 31, 1876, instead of 1879.

—Nine lodges, numbering four hundred members of the B. of R. B., have notified Mr. O'Shea, officially, that his attacks on the Order of Railway Conductors were hurting none but themselves, and that unless he desisted they would withdraw in a body.

—We have a few names on our books of brothers desiring situations. Any brother who knows where we can place any or these brothers, will please communicate with this office. Most of the brothers are seeking train service, but a few prefer yard work.

—The Telegraphers' Publishing Company have moved their offices from La Porte City to Vinton, Iowa. We believe this was caused by the lack of room and facilities for publishing their paper, which is growing rapidly in the favor of the organization it represents.

—Brother A. C. Hamlet met with a sad bereavement in the loss of his brother John, who was killed near Fort Wayne, Ind., July 18, while on duty. We extend our sympathy to Brother Hamlet in this his hour of affliction. His brother was a conductor on the P., F. W. & C.

—Brother O. Sackett has the following extra copies of the MONTHLY, which any one desiring can obtain by communicating with him at this office: Two copies of No. 1 Vol. 1; one copy of No. 6 Vol. 2; one copy of No. 11 Vol. 2. One copy each of Nos. 5, 6, 11, 12 of Vol. 3.

—Brother M. S. Hartley fell from his train, near Tuscaloosa, Ala., June 6, 1888, and was injured so that he died in a short time. Brother Hartley had unfortunately allowed his insurance to expire a short time before this. Another example and warning to those of us who are left.

—Brother A. A. Walden, of Augusta, Ga., notifies us that on July Fourth his wife presented him with twin boy babies, and he is so overjoyed at the event and so full of loyalty to his country and the O. R. C. that he has asked permission to name one Wheaton and the other Daniels.

—The manageress of the Ladies' Department being absent, we cannot say how many roses should be worn, or whether flowers or feathers are the correct style. We notice during the warm weather that dresses are just long enough at the bottom, but are quite short at the top—shrunk, as it were.

—We have received a card with the announcement, "Taylor & Brodbeck, at home after September 1. Biggs house, Portsmouth, O." The senior member of the firm is Brother S. A. Taylor of Division 181. We wish him every success in his new venture, and trust that every brother who can do so will not fail to patronize him.

—It is stated by good authority that celery is a good food for nervous diseases. From what we saw at St. Cloud, the able Secretary of Division No. 117 must be afraid that he will be afflicted with some nervous disease. It was a sight to behold two girls trying to get celery enough into the dining-room to satisfy this man's appetite.

—The Secretary of Division No. 3 wishes the following members to stand up and answer to their names; A. H. Webb; W. A. Landige; J. J. Ball; A. M. Hagar; L. P. Martin; C. R. Hopley; E. L. Bronck; D. M. McCollister. Mail to their last address has been returned uncollected. Also anyone knowing the address of C. T. Bricker of Alamo Division No. 59, will confer a favor by notifying him.

—We received a notice from a brother, dated at Brainerd, Minn., not long since, stating that he had lost his card and his pocket book, in Douglas Park, Chicago, under some shade trees. We have since received a card from him saying that they had been found in the hands of a brother. The only thing about the whole matter that is queer, is why he should have thought that he lost them under a shade tree in Douglas Park, Chicago.

—Brother W. C. Bradley C. C. of Division 159, was accidentally shot by the discharge of his own revolver. He threw it carelessly on a chair, when it fell to the floor and the jar discharged it, the ball passing through his left leg above the knee making an ugly flesh wound. It passed into his right leg about five inches from his body, shattering the bone. He is now out on crutches and says he will soon be as well as ever with the exception that one leg may be shorter than the other.

—The editor of the *Locomotive Fireman's Magazine* in the August number, asks, what is the matter with the conductors, there seems to be a misunderstanding between them and certain railway officials? We have this to say; that in both cases the conductors know their own business better than anyone can tell them, and if the editor of the above magazine will only control his patience for a little while longer, he will be convinced that the conductors know better how to manage their business than he can manage it for them.

—The twin Brotherhoods, not satisfied with asking men for transportation whom they have declared to be so dishonest that they could not amalgamate with them without losing their manhood, and men whom they have called scabs and other endearing epithets, have the gall to issue cards asking for transportation for men who are not members of their Order and may never be, on the ground that they are entitled to gratitude, having aided them with money, in trying to force conductors who are members of our Order out of the service.

—The railroad articles in *Scribners* are attracting a great deal of attention. They have proven to be very popular with not only the railroad men but with the public in general. Many facts have been brought to light that were not before known either by the public or the majority

of railroad men and all have been the gainers by these ably written articles. We advise all who have not seen the magazine with the numbers containing these articles to procure them at once and read them. We can furnish the *Scribner Magazine* with our MONTHLY at reduced rates.

—We are sorry to learn that so far the A. T. & S. F. R'y. Company have not been able to see their way clear to accept the conductors' proposition to guarantee them a perfect service and they have an increase of pay. We are well satisfied that the plan would give much better satisfaction, and that it would put each conductor on his mettle to increase the business of the company. There are several lines of road thinking over this matter, and the first one to adopt it will find it superior to the old plan, and the extra efficiency of the service will more than pay for the increased rate of compensation.

—Brother W. H. Cobb, a member of Division 43, employed as a conductor on the Soo line, was severely injured on the 10th at Marion, Wis., by being thrown from his train while the train was in motion. He lives in Minneapolis, and after his arrival home he lay for a long time in a condition that it was hard to tell whether he would live or die. But a change took place for the better, and he is now in a fair way to recovery. He was very kindly attended to by the brothers of No. 117, and was under the immediate care of Brother George Elmer and his wife, who were in constant attendance on him night and day for over a week. They believe now that he will soon be out again.

—The following circular will explain itself:

NEWPORT NEWS & MISSISSIPPI CO., WESTERN DIVISION,
SUPERINTENDENT'S OFFICE, LOUISVILLE, Ky., June 5, 1888.

CIRCULAR NO. 6. F. B. Elder having resigned, the office of Assistant Superintendent is abolished, and Mr. W. H. Gehman is appointed Trainmaster of the Memphis division with headquarters at Memphis. Appointment to take effect this date.

JOHN ECHOLS, Third V. Pres't.

JAMES L. FRAZIER, Supt.

Brother Gehman has been for some time a member of the Order, and we heartily congratulate him on his appointment.

—We are in receipt of the photograph of members of the Twentieth Grand Division at Toronto, which has just been finished. The artist has done himself credit and the photograph is an excellent one. A copy of it should hang in the hall of every Division of the Order, and it certainly will adorn the homes of many of the members. Those who did not order them before leaving, would do well to send \$3 to Mr. Bruce and procure one. Those who ordered at Toronto will receive the photographs as fast as they can be finished. Mr. Bruce writes that owing to the fact that the photograph required much more labor than he anticipated, he was unable to have it completed by the time he expected to, and that he hopes those who receive them will be well enough pleased with the picture to overlook the extra delay. His address is 118 King street, west.

—The Grand Secretary has received from some postoffice in New Jersey a letter containing a notice of assessments and \$3 in currency. There is nothing whatever to show who it is from, as the notice of assessment has no certificate number, and is probably one that has been sent to some Division Secretary as a sample, as those are the only ones that are sent out without being numbered. If the person who sent this money had signed his name as he should have done, the money could be placed to his credit. As it is, it goes into the "unknown account." If any member in New Jersey has sent \$3 in currency and has not received a receipt for it, he had better write to the Grand Secretary immediately and describe the money and say what assessments the notice was for. There has also been received a draft for \$3, drawn by the First National Bank of Ballinger, Texas, without a notice of assessment or anything else to show who it was from. It also goes into the "unknown account. If the member who sent the draft will kindly advise the Grand Secretary, giving the number, it will be placed to his credit. The currency was received August 7; the draft July 31.

—The following is from the New York Dispatch, a weekly journal devoted to light agreeable and sparkling literature and has special departments devoted to Masonic, Dramatic, Musical, G. A. R. and other society news:

THE RAILWAY CONDUCTORS' MONTHLY.

The August number of this journal, edited by C. S. Wheaton, is well made up and very handsomely printed, and comes full of timely and interesting reading.

The leading article is the address to conductors recently delivered by Professor Arthur T. Hadley, of Yale College, before the members of New Haven Division, Number 201. The article is an able one, and full of sound and sensible advice.

RAILWAY CONDUCTORS' MONTHLY.

There follows a strong argument in favor of a day of rest for railroad men, from the pen of the late Charles Latimer. The magazine also contains a Fraternal Department, open to conductors from everywhere. Under the head of "Legal," a great deal of very useful information to knights of the punch is furnished. "Ladies" are looked after in a department under that heading. The space devoted to "Obituary" tells of those who have made their last run on earth forever, and the "Railroads" are very thoroughly commented upon.

Another article tells of "What Conductors Endure," and it is to the point as concerns the sufferings of the conductors. The handsome picture of Assistant Grand Chief Conductor William Kilpatrick graces the first page. The MONTHLY well deserves the support of the fraternity.

—We wish to say that *Pressed Leaves* from which the article in the August number of the MONTHLY was taken is published by a rival organization, and Secretary Bellis claims is prompted by jealousy. The following is from the *Indianapolis Herald*:

We notice an uncomplimentary article in *Pressed Leaves* a periodical published by the National Benefit Accident Association of this city alluding to a rival organization The Railway Officials and Conductors Accident Association. This paper on its face has the appearance of an ordinary newspaper publication, but in fact is published by and in the interest of the National Benefit Accident Association and is evidently intended to deceive newspaper men.

Copies sent to railway periodicals are expected to copy the article referred to in order to work to the injury of the rival association. The insult offered by the National Benefit Accident Association alluding to railway men in the article as a "class of suckers" we should think would not be calculated to largely increase the membership of the National Benefit Association among that class of people. The membership of the Railway Officials and Conductors Accident Association of this city is confined to railway men only and we have noted its progress since its organization in 1884, and know it has a record in accident insurance which has never been equaled by any association in existence in the United States. No claims have ever been contested, and indemnity to injured members has been paid without an hours delay, and weekly, at a time the afflicted are most in need of money. We have recently seen an autograph circular of the endorers of the Railway Officials and Conductors Accident Association which we take the liberty to publish below. Most of whom belong to the Order of Railway Conductors Division 103 this city.

INDIANAPOLIS, IND., July 21st, 1888.

We, the undersigned members of the Railway Officials' and Conductors' Accident Association, Indianapolis, Ind., extend our hearty support to the association, fully recommending and endorsing the same and its board of management.

Among the names of the endorers are railway officials and many well known members of our order.

OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

56 Third Avenue,

CERT. NO.....

Cedar Rapids, Iowa, Sept. 1, 1888.

NOTICE OF ASSESSMENTS NOS. 128, 129 and 130.

Due immediately and Membership forfeited if not paid before O. C. 31, 1888.

One Benefit Paid from Surplus.

BENEFITS PAID

Ass't No.	Ben No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
173	122	Children	Death,	W B Kaywood	Apoplexy	Aug. 1	3403	137
174	123	Jennie E Chase	Death,	C E Chase	Pneumonia	Aug 1	528	6
175	124	Sarah E Hinett	Death,	James Hinett	Accident	Aug 14	222	198
176	Surp.	Lizzie Sturgeon	Death,	V J Sturgeon	Insanly	Aug. 31	3042	162

ASSESSMENTS.

Ass't No.	To Be Paid To	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
128	Mrs Adell Chapple	Death	W H Chapl	Pneumonia	May 3	1069	2
129	Jerry Haley	Dis'l'y	Jerry Haley	Loss of hand	May 21	4409	176
130	Hattie M Brundage	Death	C R Brundage	Pneumonia	May 21	993	168

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. P. DANIELS, Treasurer

In Memoriam.

MERIDIAN, Miss., July 22, 1888.

Green—At a regular meeting of Ogilvie Division, 105, O. R. C., the following resolutions were unanimously adopted, in respect to our worthy brother, J. B. Green, who died after a short illness at his home in this city of inflammation of the bowels :

WHEREAS, It has pleased our Heavenly Father, the Chief Conductor of the Universe, to remove from our midst our good and worthy brother J. B. Green ; therefore be it

Resolved, That in the death of Brother Green, Division No. 105 loses a most estimable brother, who was willing and ready at all times to advance the interest of the Order and devoted to its prosperity. His kind manner endeared him not only to all members of the Order, but to all of his fellowmen.

Resolved, That the members of Division 105 tender their heartfelt sympathy to the wife and children of our deceased brother, in their great affliction, and commend them to Him who has promised to be a husband to the widow, and a father to the fatherless.

Resolved, That our charter be draped in mourning for a period of thirty days

Resolved, That a copy of these resolutions be spread upon the record, of the Division, a copy sent to the CONDUCTORS' MONTHLY for publication ; also to The Daily News, and a copy be sent to the bereaved family.

R. E. HARRIS,

Sec'y.

Ryan—The following is a copy of resolutions on the death of Bro. C. Ryan, who died June 9, 1888. At a regular meeting of Milbank Div. No. 90, of which Bro. Ryan was an honored member, the following resolutions were passed :

WHEREAS, It has pleased our Heavenly Father in his infinite wisdom and love to call our brother home, therefore be it

Resolved, That in the loss of Bro. Ryan Division 90 feels that a link in the golden chain of their Brotherhood has been broken, that a vacant seat remains in lasting memory of our departed brother ; and while we bow in humble submission to the decree of the Grand Chief Conductor of the universe, we mourn deeply the loss of our brother who has been taken from us ; and that the heart-felt sympathy of the division go out to the bereaved widow, the fatherless children, and sister. He was a good husband, father and brother, and ever ready to extend aid to the needy and speak words of kindness to the troubled and distressed.

Rest in peace brother, in the home of the blest,

In that beautiful mansion and blessed home of rest,

Where pain is not known, and sorrow never comes,

And angels have welcomed our brother home.

It is requested that this be printed in the MONTHLY.

FRED CAMP,

A. W. GLEN,

E. H. FARGO,

Committee.

Addington—At a regular meeting of Huron Division No. 121, Aug. 5, 1888, the following resolutions were adopted.

WHEREAS, God in his infinite wisdom has seen fit to call from our midst, the beloved wife of Brother Randolph Addington, conductor on the Chicago & North-Western R'y., of this city.

Resolved, That our heartfelt sympathies are tendered Brother Addington in his deep affliction, hoping he will find consolation in the thought that the deceased had always proved a true and loving wife and mother. And by her many acts of kindness she has endeared herself to all who knew her. That though gone from earth her memory will be cherished by all who knew her.

Resolved, That these resolutions be entered upon the records of the division and published in the CONDUCTORS' MONTHLY and a copy of them furnished to our esteemed brother R. Addington.

By order Huron Division No. 121.

Wickham, Gen'l Wm. C.,—Receiver of Chesapeake & Ohio Railway, having died very suddenly in his office in Richmond, Va., at 1:20 P. M., July 25, 1888.

At a regular meeting of New River Division 140, Order of Railway Conductors held in their hall in Hinton, W. Va., July 28rd 1888, the following preamble and resolutions were adopted.

WHEREAS, It has pleased the Great Architect of the Universe to remove from our midst Gen'l. Wm. C. Wickham

WHEREAS, It is but just that a fitting recognition of his many virtues should be had. Therefore be it

Resolved, That while we bow in humble submission to the will of the Most High, yet, we do not less mourn for him, who has been taken from us.

Resolved, That in the death of Gen'l. Wm. C. Wickham, the Conductors lament the loss of a true friend, and who was ever ready to meet his employes, and proffer the hand of aid, and the voice of sympathy to the needy. He was one whose almost endeavors were extended for the welfare and prosperity of his employes. He was a friend dear to us all, A citizen whose upright and noble life was a standard of emulation for his fellow man.

Resolved, That the heartfelt sympathy of this Division be tendered his family in this their great loss.

Resolved, That each Conductor have his caboose draped in mourning for the next fifteen days.

Resolved, That a copy of these resolutions be spread on the minutes of our meeting, and be printed in the Hinton and Richmond papers and the CONDUCTORS' MONTHLY at Cedar Rapids, Iowa. That a copy of each publication be sent to his family.

Members of New River Division 140, O. of R. C.

At a regular meeting of Brainard Division No. 197, Order of Railway Conductors held Sunday, July 8th 1888,

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to remove by death from the railway service, and from the cares and duties of life, and who has met the responsibilities of life to be commenced, and

WHEREAS, It is fitting this division of the Order of Railway Conductors (bearing his brotherly love and friendship,) should give public and formal expression to sentiment of regret and condolence to his family. Therefore be it

Resolved, That while submitting with human patience to the will which has deprived us of his presence, in a way we cannot question, we deeply feel the absence of one so dearly beloved among us.

Resolved, That our hopes extend beyond this life for happiness in a firm belief that there exists a better state in the long eternity toward which we are progressing

Resolved, That we extend to the bereaved relatives of our deceased brother our profoundest sympathy in this their hour of sorrow

Resolved, That to his immediate associates, with whom his daily duties brought him in connection, we turn our sympathy in the loss they have sustained.

Resolved, That our charter be draped in mourning for a period of thirty days, and that these resolutions be spread on the record of the division, and a copy sent to the immediate relatives, also to the CONDUCTORS' MONTHLY and the daily papers for publication.

E. W. HAMMER,
E. T. HASKINS,
E. A. RHODES,
Committee.

Brooks—At a regular meeting this 15th day of July the death of Brother Delmer Brooks was announced.

WHEREAS, For the second time in the history of Division No. 48, the Grand Chief Conductor of the Universe has deemed it expedient to remove from our midst a worthy brother

Resolved, That in his death his wife and family have lost a loving husband and father, and this division a true and worthy member.

Resolved, That to the bereaved family we extend our heartfelt sympathy, in this their hour of affliction.

Resolved, That our charter be draped in mourning for the space of thirty days.

Resolved, That a copy of these resolutions be spread on the minutes of the meeting, a copy sent to the CONDUCTORS' MONTHLY for publication, and a copy sent to the bereaved family of the deceased.

CHAS. SPERRY,
GEO. WOLLIVAR,
J. M. HOWARD,
Committee,

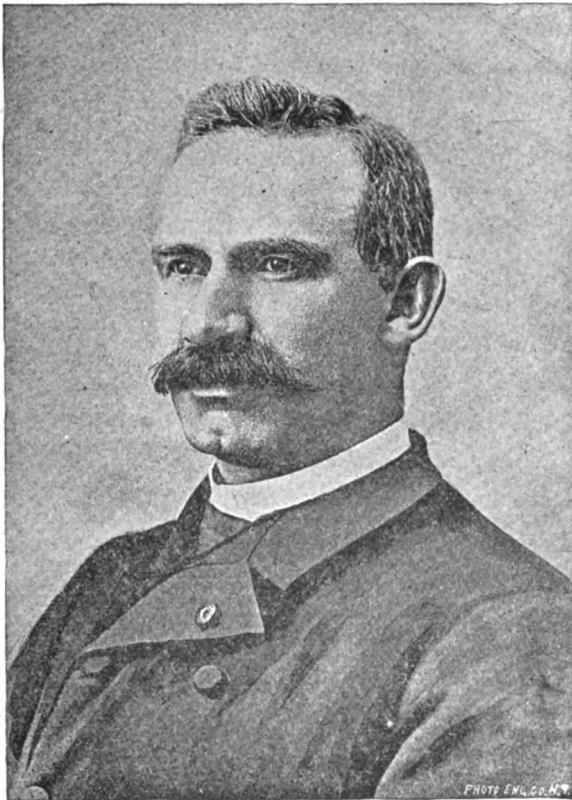
THE RAILWAY CONDUCTORS'

MONTHLY.

Volume V.

CEDAR RAPIDS, IA., OCT. 1, 1888.

No. 10.



CHARLES EDWIN WEISZ.

CHARLES EDWIN WEISZ

Was born April 6th, 1853, in the city of New York. In 1861 was sent to Butchbach, Bavaria, where he lived with his grandfather for three years, then to Bamberg, Bavaria, where he lived one year with the grandparents on his mother's side, and at the end of the year returned to Butchbach, from where he was sent to Berlin, for a four years term, remained but three years and returned home. He went to learn the cabinet makers trade in his father's establishment in New York City. Being an apprentice with others he joined hands in assisting in the weekly celebration known as Blue Monday, and on one of these occasions the the panel of a headpiece of a large bedstead was broken; nobody broke it, however, Charley was compelled to pay for it, (by submitting to a good whipping from one end of the shop to the other) and this ended cabinet making.

In 1869 through the influence of a friend he was employed in the engineer corps, then running the line of the Stewart road. The road was finished and he went into service on the North Shore railroad, and since that time has continued in the train service, filling positions from the pick and shovel to that of the punch, with the exception of that of engineer, and has been employed on the P. R. R. road, on the Cross Cut Division from Oil City to Brockton, and on the New York, Lake Erie and Western, and now with the New York, Ontario and Western.

Brother Weisz was elected a member of the Insurance Committee at Toronto in May, 1888.

A WIFE'S DEATH.

Bleak blow the north winds
So cold, from thy grave, Love,
Sad is the bosom that pillows thy head.
For my days shall be dreary,
My nights long and weary,
None to console me, now thou art dead.

I shall miss thy loved footstep:
Though I listen for its sound, [found.]
'Tis only in my aching heart the echo shall be
Then blow, ye cold and wintry winds,
Above her lonely bed [with the dead.]
Ye cannot wake her slumber; she is sleeping
W. M. D.

A NEW LOCOMOTIVE.

PROPOSED REVOLUTION IN THE APPLICATION OF STEAM—A LOCOMOTIVE STEAM ENGINE WHICH IS NOISELESS, SMOKELESS AND CINDERLESS.

Some months ago the *Railway Age* contained a synopsis of a lecture by the writer, upon the "Products of Combustion," in which he alluded to some experiments he had recently witnessed with a small steam engine which embodied a number of new features. Influenced to some extent by his suggestions the gentlemen owning the engine have built a small locomotive engine with which they have been experimenting for two or three weeks. It is upon the subject of this locomotive that the following remarks and statements are penned for the *Railway Age*:

Probably there is no better way in which to make clear the important features of a piece of improved mechanism than to state the objections to the machines which it will have a tendency to supplant. The masses of men seem to look upon the ordinary locomotive engine as a mechanical marvel which could with difficulty be improved. They love to style it the "iron horse." The noisy nuisance phase of its work is mentioned as the "neighing of the fiery steed." The statement that it is very faulty and embodies violations of fundamental principles of mechanics strikes many as strange if not harsh. But let us briefly state some objections without, at the time, attempting technically to show their correctness.

In the construction of the ordinary steam locomotive engine the cylinders are strongly fastened to the lower portion of the steam boiler. By this plan it is plain to every skilled workman and engineer that heavy pulsating strains are imparted to the boiler by the engines when at work, Such strains are not only objectionable but may be dangerous.

The custom of pivoting the front end of the locomotive boiler on the center between the guide wheels, or on the front truck, without adding anything to its guiding ability, is wrong, as on uneven roads there are hurtful strains imparted to the boiler.

The rigid base formed by the drive wheels and the hind end of the boiler is a mechanical fault, especially for tracks which are not uniformly level, as it renders uneven strains upon the engine and boiler unavoidable.

The rigid connection of the locomotive boiler and engines at the

front, and with the drive wheels at the rear, thus submitting the boiler while under a pressure or load of steam to all the shocks of a rough track and to the working strain of the engine, has unanswerable objections.

By the support of the front end of the boiler on the front guide truck, and the tender on independent trucks behind the engine boiler, their weight, which constitutes a large portion of the engine, adds nothing to its traction. Could all this weight be equalized as traction weight an engine half as heavy as the present one would be able to do as much work.

Intelligent readers are not few who are unaware of the fact that only four per cent. of the heat imparted to the steam in an ordinary locomotive boiler is utilized in the performance of labor in the engine, and that ninety-six per cent. is thrown away and lost with the exhaust steam. Throwing away steam means a waste of water as well as of a vast amount of heat. The noise of the exhaust in a locomotive can be heard at a great distance and this with cinders and smoke make the locomotive, as at present constructed, a nuisance in cities and towns. As one-third of our country's population now reside in cities and villages, this nuisance has become one of great magnitude. Smoke and cinders, too, are only wasted fuel. From the early days of engines until now many engineers and firemen have experienced feelings of pride and satisfaction when they could see dense masses of smoke issuing from their smoke stacks, for that to them was evidence of effective performance of work, instead of total waste as it is.

With these prefatory observations and statements of some of the objections to the ordinary locomotive engine, I will say something about a new locomotive which was built at my recommendation after a careful examination of the claims of the inventor. He had already built a small stationary engine in which new features of construction and operation were illustrated.

At Palmyra, Wis., about forty miles northwest of Milwaukee, there may be seen to-day a new, small locomotive engine (but large enough to draw several street cars) the construction of which is so different from anything which has preceded it as to be a genuine surprise to the man of science as well as to the practical engineer. Except the noise of its wheels moving upon iron rails it is noiseless and smokeless. The fuel, any kind of wood or coal, is perfectly consumed. The steam, after use in the engines, is condensed in a new manner and the water at the boiling point is re-used. The performances of this remarkable piece of mechanism are so startling as, naturally, to cause a

statement to be received with incredulity by those who have not witnessed them. To see and experiment with a locomotive which starts, stops, and reverses its direction or movement so silently and easily that if your eyes are closed you cannot detect the instant when the direction or motion is changed, is a strange experience and tells more plainly than words that the phenomenon before you may mark an era in the history of engines and motors. The objection to the ordinary locomotive which I have enumerated above are all overcome in the new engine. The rigid bases and all the shocks incident to a rough and uneven track are absent. All the wheels of the new locomotive are drive wheels, and all its weight is traction weight. The necessity for a front guide truck does not exist, the drive wheels being so arranged as to give them easy control of the car on curves and on uneven tracks.

The most surprising feature of this locomotive is that there is very little waste of steam, heat, and water, in operating it, as the steam is not thrown away after using, but the water of condensation is returned to a high pressure boiler and re-used over and over again with but small loss of heat. The noise incident to a forced exhaust, common in the old system is done away with here. The combustion of fuel is so complete that no smoke exists. The side motion and jarring felt in the ordinary engine is done away with, and stopping and starting and reversing the engine are very easily accomplished.

The engine runs equally well in either direction. One supply of water and fuel is sufficient for half a day's run or even a longer run. Nothing is wasted, which means an economy in operation never before approached in this class of machines. In answer to the claim made that it is very difficult, if not impossible, to pump boiling water, I can only say that this is easily done in this engine every day as any investigator can see for himself.

I have purposely avoided going into details of a technical nature, my object being to state results only. The advantages of this new locomotive over the ordinary one are many and revolutionary in their importance. It need not be much more than half as heavy as the present ordinary locomotive engine, and the cost of operating it is so much less as to astonish engineers. Noiseless, smokeless and cinderless it can be used in the crowded streets of cities without objection and with none of the disadvantages of the common grip car. The inventor is Mr. T. T. Prosser, of Chicago, who is widely known as a mechanical expert and engineer. The Palmyra Manufacturing company are engaged in building a second locomotive of this type which may be exhibited in Chicago and New York. It seems to mark an era of great advance in the uses of steam, and nothing which the last half century has seen in this line has attracted the attention which will be directed to this new locomotive the moment its remarkable features are fully made known to the mechanical and industrial world.—*By Duane Doty.*

*STRIKES FOR THE STOPPAGE OF RAILWAY BUSINESS
ILLEGAL—CONSPIRACIES—OPINION OF THE
NEBRASKA RAILROAD BOARD.*

At a meeting of the Nebraska state board of transportation August 3th, Judge Mason, one of the members, read an impressive report on the subject of the strike on the Burlington and Missouri road. The Nebraska State Journal thus epitomizes the document :

"It will be remembered that shortly following the strike on the B. & M., the board upon complaint took testimony bearing on the question in several places in the state. The immediate cause of the investigation was the charge that the incompetency of the engineers employed by the company to fill the places made vacant by the strikers was endangering the lives and property of the public. It will be remembered that the decision of the board after it had thoroughly examined the subject, was that upon the whole the new engineers were as good as those whose places they had taken. It was thought, however, that with the information which the board had at hand an effort should be made to throw some light upon the fundamental questions involved. This task was turned over to Judge Mason. His conclusions were read before the board at the meeting yesterday. All of the secretaries concur in the report.

In his introductory Judge Mason observed that it seemed strange in such a country as ours that there should be such a confusion of ideas as to the relation between the employer and the employe, and the rights of each. He saw no lawful objection, and regarded it as commendable that men should associate themselves together for the purpose of bettering their condition, either financially or socially. While the genius of our free institutions invites all to a higher level and accords to all the liberty to follow the dictates of their own consciences, it must not be overlooked that every one enjoying these privileges is bound to use them in such a manner as not to interfere with the equal rights of their neighbors. Upon the subject of legislation he declared that in both England and America it has been progressively in the line of according to those who labor equal rights with all others. This liberalizing and Christianizing tendency in England was briefly traced by the judge, from the early statutes down to the present time when the workingmen stand on the same broad plane of equality before the law as all other vocations and classes of society. The workmen sometimes have grievances that call for relief,

and that there exists at the present time evils in the relation between capital and labor, is most apparent. This is one of the questions which the people have to deal with at the present time. But in this connection Judge Mason affirms that the courts have a duty to perform beyond the declaration that the remedy cannot be found in the boycott or the strike.

He then discusses briefly the conditions of the English law. It is there unlawful for any employer to coerce, or in any way attempt to hinder the employe in the free disposal of his time and talents. The same is true of the laws of this country. Neither can an employer say that a workman shall not work for any other man, nor can the workman say that the employers shall not engage the services of another workman.

In his report Judge Mason applied these principles to the association known as the brotherhood of locomotive engineers. The men composing this order have a right to work for whom they please, and at such prices as they may see fit. The same right extends to the B. & M. railroad company, with the additional responsibility that they employ men competent in their respective callings. This they have a right to do, according to the terms mutually agreed upon without hindrance or dictation from any men or body of men.

To illustrate this point the judge supposed that the farmers of Nebraska should combine and declare that no farmers should employ an Irishman or a German unless he was a member of their association, under the penalty of being called a scab, and being paraded in the press as unworthy of recognition and himself brought into hatred and contempt, and asked whether it would be called an innocent intermeddling with the rights of a prescribed class under the law? The simple statement of the proposition reveals its inconsistency with the principles of justice which underlie our laws. In conclusion upon this point the judge said:

"If such conspiracies are to be tolerated as innocent, then every farmer in Nebraska, now resting in the confidence that he may employ such assistance in carrying on his farm as he thinks he can afford to hire, is exposed to the operation of some secret code of law, in the framing of which he had no voice, and upon the terms of which he has no vote. And every manufacturer is handicapped by a system that portends certain destruction to his industry. If our agricultural and manufacturing industries are sleeping upon the fires of a volcano, liable to an eruption at any moment, it is high time our people knew it. But happily such is

not the law among English speaking people, and never has been the law.

He then turned to a consideration of the legal phase of the subject. From the reports of both England and America, he found that the combination of two or more persons to effect an illegal purpose, either by legal or illegal means, whether such means be illegal at common or by statute law, is a common law conspiracy. If such a combination seeks to restrain trade or tends to the destruction of material prosperity of the country, it works to the injury of the whole public. Such, the Judge affirms, was the practical result of the strike of the Brotherhood of Engineers.

He then quoted at some length from 59 Vermont, 273. This authority lays down the principle that "while such conspiracies may give the individual directly affected by them a private right for action for damages, they at the same time lay a basis for an indictment on the ground that the state itself is directly concerned in the protection of all legitimate industries, and the development of all its resources, and owes a duty to the protection of its citizens in the exercise of their callings." The same authority states that "the exposure of the legitimate business to the control of an association that can order away its employes, and frighten away others it may seek to employ, and thus be compelled to cease the further prosecution of its work is a condition of things utterly at war with every principle of justice and with every safeguard of protection that citizens under our form of government are entitled to enjoy. The practical tendency of such intimidation is to establish over labor, and over all industries, a control that is unknown to the law, and that is exercised by secret associations of conspirators, that are guided solely by personal considerations."

Judge Mason also quoted quite at length from the case of the State vs. Glidden, eighth Atlantic Reporter, 890. The court sums up the subject as follows:

"Workingmen may combine lawfully for their own protection and common benefit, for the advancement of their own interests and for the developement of skill in their trade, or to prevent overcrowding, or for the encouragement of those belonging to their trade or to any calling, or for the purpose of raising their wages or securing a benefit which they can obtain by law. But the moment, however, that they proceed by threats, intimidation, violence, obstruction or molestation to secure their ends, or where their object is to impoverish other persons or to extort from their employers, or ruin their business, or to encourage strikes or the breaches of contracts among others, or to restrict others for the purpose of compelling employers to conform to

their views, or to attempt to enforce rules upon those not members of their association, they render themselves liable to indictment."

Judge Mason then goes to the bottom of the legal definition and bearing of the conspiracy, tracing its origin in the statutes of 33d Edward. He touched the question from every possible standpoint, and quoted a large number of authorities. These all go to show that the crime of conspiracy has been known and recognized by the common law from time immemorial. The question has never been before the supreme court of this State.

In conclusion he stated that it seemed clear to him that the strike of the brotherhood of engineers on the 27th of February, and their attempt to dictate who the railroad company should employ was clearly illegal. He then took up some of the testimony taken by the board. One of the engineers at McCook showed that he went upon the engine of the B. & M. railroad company and offered the engineer \$100 to quit work and when he declined to do so, threw him off the engine. This man stated that he was working for and in behalf of the striking engineers, and that the brotherhood furnished the money with which to induce the new engineers to quit their places. If this be so, then the brotherhood of engineers rendered itself liable for conspiracy, and liable for the damages occasioned thereby. It would appear, he said, that there was culpable neglect on the part of civil authorities at McCook in not protecting the property of the B. & M. road, and preventing interference by the strikers with the men hired to take their places. This was, however, no more apparent at McCook than at Red Cloud and Wymore, at both of which points the strikers carried matters to extremes and overstepped the bounds of propriety. As to the question as to whether the B & M has employed competent engineers, he answered in the affirmative. The strike was along the whole line of the company in Nebraska, including some 2,000 miles of road. Without notice and in a single day, all of the engineers and firemen of the brotherhood left the employ of the railroad and stopped the wheels of commerce. The railroad was presented with the alternative either to accede to the demand of the strikers or operate their trains with such men as they could get. They chose the latter course and in the exigencies of the case employed men of little experience in the handling of locomotives and the management of trains. These were replaced by competent men as rapidly as possible, and the judge gave it as his opinion that at the present time the operating force of the B. & M. is as competent and capable as the force that struck on the 27th of February.

The report closed by saying that: "A strike of a large number of workmen who occupy a quasi public position in respect to their employment, who in fact serve the public while receiving their wages from a railroad corporation, is a public calamity. The public at large suffer most, and the damage and injury to the people at large is not to be measured by the damage to the railroad corporation or the striking workmen. Stopping the wheels of commerce suddenly and without notice on a great line of railway means a damage to the public at large, and may mean death and starvation to those who are dependent upon the movement of the railway trains for their fuel in midwinter or their daily food, and the idea that such a power is placed in the hands of a combination of engineers and firemen on a railroad is not to be tolerated in a free government, where each, in a measure, is dependent upon the others performing his social duties to society.

"Another great wrong and evil has been brought to the attention of the board not by evidence in this particular case, but in cases which have come to their knowledge. The habit or practice of great railroad corporations of blacklisting employes who have offended the managers and of notifying other railroad companies, and these companies placing them on the black list, and refusing them employment. This is a conspiracy and is condemned by the law, and in many of the cases cited in this report deserves condemnation and legislation to make such conduct a penal offense and must receive the sanction of all right-minded men."—*Railway Age*.

MELON—CHOLY.

The boy stood in the farmer's field,
 And ate with great dispatch
 Of all the sturdy vines did yield
 Within that melon patch.
 Yes, beautiful and bright he stood,
 With colic yet unknown;
 Yet soon the hills and dusky wood
 Did echo back his groan.
 He still ate on—he would not go
 Without just one more bite,
 Although he felt queer pangs below,

His waistband growing tight.
 Then came a groan like thunder sound.
 The boy—oh, where is he?
 Look there, upon the pawed-up ground,
 His squirming form you'll see.
 They found, and in his bed of pain
 They put the wretched lad,
 And then, when he was well again,
 He was wallowed by his dad.

—*From the Cincinnati Enquirer.*

"What in the world, John," asked his wife, "did you open that can of tomatoes with?"

"Can-opener, of course," he growled; "what do you suppose I opened it with?"

"I thought from the language you used you were opening it with prayer."

FOR DISCONTENTED BOYS.

A NIGHT SPENT IN THE WIDE, WIDE WORLD. THE BLESSINGS OF A MOTHER'S LOVE.

How many boys picture themselves martyrs, and long for the freedom of the wide, wide world, which freedom they have not had experience enough to know is only gained by more toil and trials than they ever knew at the homes they imagine are so harsh. For the benefit of any of our boy readers who may be afflicted with a desire to leave the paternal roof, we give the closing chapter of the following story about two boys who ran away from home, but were soon glad to return:

"But nothing turned out the way we had expected. We did not catch any fish, and Art's jacket fell into the water and wet the matches, so we had no fire. Oh, yes, I have heard of rubbing two sticks together. We tried it, and since that night I don't believe in it. It was September, and cold enough when the wind came up. There were not many leaves on the ground, except last year's mouldy ones, and we did not want them; besides Art said if we slept on a log we would not be so likely to meet snakes. We found a nice log, but it was not made for two abreast, so we went to bed Indian file, just within kicking distance of each other in case of danger. There had been catamounts in these woods not long ago.

"It was awful dark, and the wind roared around like a crazy thing. The leaves on the trees were old and stiff, and they rattled and rustled like thieves telling secrets over our heads. Sometimes a dry branch broke with a snap like a pistol-shot; then Art and I would kick each other just for company. It was an easy log to roll off from. We tried it a few times, and then we would sit up a while. There was plenty of room in the woods, but we were not wasteful of it. We sat pretty close together, and I was glad he was fat.

"'Who's afraid?' he said, after a while. 'You are not, are you, Tom? Because if you are, we can get out of this.'

"'Oh, I'm not afraid,' I said. 'It is queer my jaws rattle so. I am just a little shivery; it seems as if blue-and-yellow northern lights were streaking up and down my back and legs.'

"'That must be your blood curdling,' said Arthur.

"'What will that do to me?' I rattled out.

"'Oh, I don't know. It is not a good thing to have happen. You ought to get out of this into the open air; it is too close in here. A fence corner near the road would be better for you, and I'll go along with you.'

"So we started. You could not see your face: but we kept close together, creeping on all fours to feel our way through the underbrush. We were not very deep in the woods, but it took us a long time to reach the road. I suppose we went round in a circle or two. All of a sudden we saw afar off a light no bigger than a fly; then we saw a lot of them, and there we were right onto the fence. It seemed kind of nice and human, that fence did. I hugged the first rail I got hold of tighter than was necessary, but Art did not see me do it. Then we took the balcony seat on the fence and looked at the lights in the town, and we got to telling whose house each spark was.

"It is funny how each one of those little sparks would turn out if you were only near enough to it," said Arthur. "Because each one is some one's home, you know, with fires and lamps and carpets and sofas, and hot biscuits, and rocking-chairs, and cats and dogs, and folks and curtains, and gravy and beefsteak.

"'Yes,' said I, 'and lessons and lickings, and mean folks and meaner teachers, and doing what you don't want to do; that is slavery!' I braced up pretty stiff as I said this, for the blue chills were not quite so active just then, and my jaws had left off rattling.

"One by one the lights went out as we watched them. The kindly fence rail grew sharp and inhospitable, and we slid down and went for a culvert at the bottom of the hill. It was a nice little arch of brick-work under the road, about four feet high in the middle, and perfectly dry. We had noticed this place in the daytime, and gave it up because we wanted an open fire. But just now we were not so stiff about modern improvements. We found the culvert cozy enough, and we just snuggled up close to one another and went to sleep.

"The next thing I knew something cold and clammy was gliding down my back and squirming over my hand, and glinting off on my nose and chin. I thought it was a big snake and a lot of little snakes. The idea acted like dynamite on me, except, of course, I held together and did not fly to pieces. But I just banged myself against the top of that culvert, and bounded back on the bottom, and flanked off against the side, kicking and yelling. Arthur was roaring like a calf because I had bounced on him and braced my feet onto him. The side of a culvert is no place to hang onto unless you have a place for your feet. So I let go my hold as soon as Art jerked my feet out of his stomach. I came down with a splash, and something spouted up suddenly as if a blood vessel had burst.

"'Ugh!' I yelled, 'it is wet? it is blood! I'm burst! You've killed me,'"

"Just then a great roaring and banging and tumbling shook the

place. It was just as if the earth was caving in upon us, and I knew that I was not only killed but buried alive.

"After this there came an awful blue light, and it flared and quivered through the vault a minute and took our pictures. Boys who want to run away from home, or who have a hankering after the wide, wide world ought to have seen us then!

"It was not snakes, however, nor blood; nothing but a thunder shower, and the water coming in as easy as running down hill. It was coming pretty fast, so we got out. The rain was pouring down by bucketsful. The thunder and lightning was clapping and snapping back and forth. We didn't go under a tree because neither of us wanted to get struck, and there weren't any barns or sheds around. So we crawled under a big log that had the stump end tilted up a little, and we lay flat on the ground. After awhile the rain stopped and day broke.

"We had sixteen cents left, and we tossed up to see whether we had better get crackers or pretzels; so we got five cents' worth of crackers and five cents' worth of dried beef, a cent's worth of matches, and two cents' worth of fishing tackle. We loafed about pretty near that place all day. Neither of us spoke of running any farther away. The sun came out hot and shiny, and dried every thing off very comfortable. We had no luck fishing, and we went to fix up a place to sleep in. We put some fence rails in the culvert and lashed them together with wild grape vines, making a sort of raft that would lie on the bottom of the culvert in dry weather, and rise to the occasion when the water came in. We were busy at this when we heard a horse on the road over our heads. I peeped out and saw a well-known policeman from the town.

"'It is Big Sandy,' I whispered back in the vault. 'He is riding one of grandpa's horses. *He is after us. Lie low?*

"The horseman stopped right over our heads and looked about, his nose up in the air, after the manner of policemen when they are looking for some one on the ground. He was staring up in the tree tops and clouds, as if Art and I would be hanging out like an oriole's nest from some of the twigs, or sitting up in the clouds a-straddle of a sunbeam. And there I was, not six feet off, with my weather-eye on a level with his horse's shoe and noticing how thin it was worn, and wondering if grandpa had observed it.

"Then he opened his mouth and halloed, Tom! *Tom!* TOM RUTHERFORD!"

"The gully echoed it grandly. The officer listened a minute, then he muttered: "I guess that will bring out the little rat, if he is anywhere on this road.'

"Then I threw a sharp stone and hit our Billy pretty near the saddle girth. I knew the points of that horse, and I touched a tender spot. He kicked right up about six feet and sent Big Sandy over his head sprawling on all fours. Bill just stood there all quivering and trembling, with a look in his eye like melted fire, as if he was holding himself in, and that was not the beginning of what he could do. Sandy did not whip him—he had better not. He just cooled him down a little, and then he got on and rode back to town.

"After he was gone we sized ourselves up pretty large, and said that all the policemen in the State of Nebraska should never take us alive. Then we went over to the bluff to see if we could not see some people looking for us. The bluff was a good deal nearer home, but that did not keep us from going there. We skulked about in the brushwood or got up into the trees. Once we heard somebody calling, and after awhile we saw our minister on horseback, and the sexton with him on an old nag. They were picking their way along at the foot of the bluff, just beneath us. We could hear them talk.

" 'There was young fools enough left in the town after them two had gone,' said the sexton, in his raspy voice. 'There's no sense in everybody setting out to whoop 'em in again.

" 'Then what did you come out for, Esek?' said the minister.

" 'Well, it is on account of Mis' Rutherford. She's been mighty good to me. She was up all night, they say, and there was a look in her eyes this morning that made me feel as if I wanted to get hold of that Tom and break his bones for scaring her so.'

" 'It isn't possible they are drowned, is it?' asked the minister.

" 'Light tops like them! No such luck! They would not drown, and they aren't worth the earth it would take to bury them in, either.'

"That was all we heard. We did not think ourselves quite so large after that; but we planned a trick or two to play off on old Esek if we should ever go back home.

"The dark dropped down upon us pretty soon. It was time to start for the culvert. When we reached the road, instead of walking toward the culvert, we walked right the other way—a bee line for town. Neither of us spoke a word for a long time. Then Arthur said:

" 'Tom, you don't feel colicky or anything after those wild grapes you ate, do you?

" 'No; hollow as a stove-pipe,' said I.

" 'Because if you're going to have a spell of cramps I don't want the responsibility of taking care of you,' he said cautiously.

" 'Oh, never you mind me. I'm all right,' I answered.

"We walked on faster than ever. The stars came out and blinked at us. The houses began to thicken along the roadside. Now and then a dog we knew ran out and barked at us in a friendly way.

"‘Tom,’ said Art at last, ‘let’s keep right on up street, and—and’—his voice broke and trembled here—‘and—perhaps we’ll see our mother out looking for us’

"‘Well, let’s’ said I, for I was thinking I had rather see the look in my mother’s face when she forgave me than all the out-door scenery in the world.

"And shall I ever forget the way she put her arms around me and hugged me? and then fell in a dead faint. My mother is a woman of splendid nerve, too; there’s no fainting turns about her. I didn’t feel like a mean sneak? Oh no! I was sick all night—regular green grape cramps. But I slept in a bed, and the next morning I came to the conclusion that the wide, wide world isn’t anything like so good as it’s cracked up to be."

A GRAIN OF ALLOWANCE.

Admitting the world’s erudition,
Progression in science and arts,
The weakening of superstition,
The breadth of commercial marts,
Admit not all that’s expounded
For truth is hard to get at,
If a statement you have confounded
Put "a grain of allowance in that."

When told by agnostic teachers
Immortality is a delusion
That all orthodox preachers
Will meet with final confusion,
That Darwin’s "Gospel of dirt"
Destroys the theory of sin,
To facts as you see them revert
And "a grain of allowance put in."

When your husband comes home late
Claiming that business pressing
Was cause for the weary wait
No use yourself distressing
Sweetly reply how you miss him,
His story of course, let him tell it,
Then diplomatically kiss him;
His "grain of allowance," *smell* it.

When your wife has socially called
And says no character dissected,
That gossip, good breeding forestalled
Etiquette their manners protected,
Also her call she enjoyed
Without talking new dress or hat
No one’s reputation destroyed,
Put "a grain of allowance in that."

Young man when a maid says no!
Don’t acknowledge yourself defeated
And think it a final blow
When your question is so greeted.
Renew the attack like a man sir
Since maidens with "no" are so pat,
Their *first* no is not final answer,
Put "a grain of allowance in that."

Young ladies, when wooers protest,
With many heartrending sighs,
Without you life losses zest,
With you it is Paradise,
That you are their sun, moon and stars;
Without you will die in despair,
While they smell of wine and cigars,
Put "a grain of allowance" in there.

When statements are made by your friends
Of some achievements unheard of,
Remember that "distance lends
Enchantment to view" and word of
Those who from afar view it,
Something that once was near them,
Unless you would afterwards rue it,
With "a grain of allowance," hear them.

Every one can be mistaken,
Positive ones first of all,
When they, by naught can be shaken
But time, in time will they fall.
If your path with such one is blended
Go forward, in life, with them gaily,
The method ’tis best comprehended
In "a grain of allowance" *used daily*.

S. G. F.

UNCLE PETE'S FUNERAL.

'Twas not at all like those you see of ordinary mien;
 'Twas such as never could occur, excepting now and then;
 For Uncle Pete had studied hard upon it night and day,
 And planned it all, while yet alive, in his peculiar way.
 "I've other men's remains," he said, with quiet tone,
 "And now I'll make a first-class try to regulate my own."
 And so a month before his death he wrote the details down
 For friends to print when he was dead and mail throughout the town.

The papers said: "I figured close and done the best I knew,
 To have a good large funeral when this short life was through;
 I've thought about it night and day, I've brooded o'er the same
 Until it almost seemed a task to wait until it came,
 Especially as my good wife has wandered on ahead
 And all the children we possessed have many years been dead.
 And now I'll tell you what I want my friends and foes to do—
 I'm sorry that I can't be here to push th' arrangements through.

"I do not want to hire a hearse, with crape around it thrown;
 I'm social like, and am not used to riding round alone.
 Bring my old wagon, into which the children used to climb,
 Until I've taken on a drive full twenty at a time;
 We've loafed along the country roads for many pleasant hours,
 And they have scampered far and near, and picked the freshest flowers;
 And I would like to have them come upon my burial day
 And ride with me, and talk to me, and sing along the way.

"I want my friend the minister—the best of preacher folks,
 With whom I've argued, prayed and wept, and swapped a thousand jokes—
 To talk a sermon to the friends, and make it sweet, but strong;
 And, recollect, I don't believe in speeches overlong.
 And tell him, notwithstanding all his eloquence and worth,
 'Twon't be the first time I've slept when he was holding forth.
 I'd like two texts; and one shall be by bible covers pressed,
 And one from outside that shall read, 'He did his level best.'

"And any one I've given help—to comfort or to save—
 Just bring a flower or a sprig of green and throw it in the grave.
 Please have a pleasant, social time 'round the subscriber's bier,
 And no one but my enemies must shed a single tear.
 You simply say: 'Old Uncle Pete, whatever may befall,
 Is having probably to-day the best time of us all!
 He's shaking hands, two at a time, with several hundred friends,
 And giving us who stay behind good gilt-edged recommends.' "

They tried to follow all the rules that Uncle Pete laid down;
 When he was dead they came to him from every house in town.
 The children did their best to sing, but could not quite be heard;
 The parson had a sermon there, but di' not speak a word.
 Of course they buried him in flowers and kissed him as he lay,
 For not a soul in all that town but he had helped some way;
 But when they tried to mold his mound without the tear's sweet leaven
 There rose loud sobs that Uncle Pete could almost hear in heaven.

—QUIETUS.

RAILROADS.

We learn that the Union and Pacific railway companies, have taken off two of their daily overland trains. Their business not warranting keeping them on at this time.

* * *

Another great enterprise brought to completion in the structure of the famous bridge across the Hudson River at Poughkeepsie, N. Y. The advantage accruing to the system of railways in the New England states in connection with New York state, also the coal fields in Pa., can scarcely be estimated, as also the importance which it must be to many sections of the country farther west.

* * *

Have you read "Twenty-eight Years in Wall Street," edited by Henry Clews? If not there is no book which will give you so clear and definite an idea of railroading in its infancy, and the growth of prominent railroad officials in the east, showing the advancement in the conduct of all kinds of railway service as this. And all through the book a vein of humor, which proves both entertaining and humorous.

* * *

We notice from a clipping of one of our exchanges that George R. Blanchard tendered his resignation a few days ago, as chairman of the Central Traffic Association. We are but little acquainted with the gentleman, but whenever we find an instance of anyone who holds a reputable and lucrative position, tendering his resignation, we are inclined to believe that that is the very man who should be retained.

* * *

We learn that the average pay of engineers on some railroads in South America reaches the fabulous price of \$35 per month. If other things are in proportion so that a man can lay up a little sum, for sickness old age and a rainy day, then perhaps the laboring man or mechanic may be at least happy and contented but still, one will of necessity be obliged to stretch his imagination far beyond the bounds of reason to even make himself believe that he is living in a very prosperous portion of God's country, unless the old motto makes up for everything else "There is no place like home."

* * *

We are pleased to hear that St. Louis is to be blessed with a new Union passenger depot. Although it may commence with a big S. nothing adds more to the beauty of any city nor to the eye of any trav-

eller who in the way of business or pleasure may chance to enter her gates, then the bright and cheery welcome which nothing else can afford like being greeted by the clean and tasty appearance which a large commodious and modern depot can give. Add to this the pride which her citizens may feel, and help to cement the interests of the railway companies and those who add so much to their prosperity; the commercial and manufacturing gentlemen of that city. And there is another class who will welcome the happy day with no less pride who quietly yet forcibly add their strength to the interests of all classes of society, namely the Railway conductors, who daily go to and from her borders, and are no slight addition to the population of any large city. Conductors of St. Louis, we congratulate you on the prospect for the future.

* * *

Fifty thousand employees; this comprises the muster roll of the working forces of the Pennsylvania railroad system. He is considered a great general who in time of war can discipline and successfully handle the same number of soldiers, and even then, though be they ever so great and formidable; wherever was there an army that was never beaten, that disaster did not follow in their path sooner or later, but in this great army of railway service success seems to be established almost beyond precedent. How necessary then, that at the head of such an organization as this, the General and his Division commanders, and all officers under them, be men who are brave, also courteous to their soldiers, with an eye to business on the one hand, and even the welfare of their employees on the other, and we sincerely hope that this is to-day and will continue to be the situation of affairs with this great corporation. And we have great faith that such will be the case as long as it is managed by one who was once a practical railway Conductor.

* * *

Three hundred thousand dollars, paid for forty locomotives from the Baltimore locomotive works, by the Philadelphia & Reading railroad a few days ago. Certainly this road must be doing a good business despite the rage of trusts, low rates, commissions and combinations. With all the advantages we have had personally, no opposition, no combine, no one to cut rates or anything of the kind, our hopes our highest anticipations have never been realized. For fifty years and over it has been our great desire to gain competency enough to purchase an engine; of course every sane man knows enough to admit that a conductor could not run one if he owned it, but just the thought that you are the possessor of so noble a piece of machinery, would be a great satisfaction. Still, laying all personal feelings aside, not con-

tent, but compelled to be poor, we can but congratulate any company who have money enough to purchase, and business enough to warrant the expenditure of three hundred thousand dollars for locomotives.

* * *

We notice in the rules to employes on one of our railways in Florida, during the present yellow fever epidemic, a few suggestions which perhaps might be of benefit to many a poor fellow on other roads not thus afflicted. "Employes are requested to remain in doors all night when not on duty," pretty hard work for the average railway conductor, but it might, if followed be beneficial. "Not to visit after night," poor girl, how lonely she would feel. "Neither visit the sick at all, except where it is absolutely necessary; to be abstemious in habits, and diet." Oh, my! the poor lunch counters. "And not to get excited or over heated by street talk or sensational rumors." This, certainly, is good advise, fever, or no fever. "If sick he shall have the best care the services can procure." We would add that this at first glance may seem far fetched and of but little import, but remember brothers, there are many members of this Order, and of others, who are brought face to face with all these facts, all these realities; and a few moments given for reflection of your situation, and theirs, at this time, may not be out of place.

* * *

The annual report of the Chicago & Northwestern railway has at last been made public. The gross earnings of that company for the year was \$26,697,559; an increase of \$376,243. The operating expenses were \$21,943,955 or an increase of \$1,555,841, leaving their net income \$4,753,603, a decrease of \$1,304,174. It will be seen from this report that the comparative statements that have been printed from time to time with regard to the net earnings of the C., B. & Q. are based upon false propositions; while the C., B. & Q., have shown a large falling off on account of the strike and its attendant features, presumably throwing a large ammount of traffic upon the other lines, the Northwestern of which is one; and it is undoubtedly the case that their traffic has been augmented by this trouble, materially, yet we find that they show a decrease in net earnings of nearly a million and a half of dollars. This will also be found true in the case of the other companies parrall-elling this line, as we note by the paper dispatches that the Chicago, Milwaukee & St. Paul have passed their regular dividend which would indicate on their part, a decrease in net earnings. Based upon the actual percentage of loss in net earnings as compared with the other companies, it brings the C., B. & Q's loss down to about \$2,000,000. The net earnings for the twelve months, of the Chicago & Northwestern being an average of \$312,800, while the comparative net earnings of the C., B. & Q., for the same length of time was about \$257,000, which would show upon a comparative basis that the C., B. & Q's loss was considerably less than \$2,000,000.

LADIES.

The editor of this magazine has just informed me that the lady who attends to this department is unable to add her mite to this portion of the select literature for its columns. With becoming modesty, I informed him that I would willingly take her place, and give its readers the value of my experience, in regard to the fashions of the day. The only reply that I received was a laugh, and a sneer at my egotism, in supposing that I could or should know anything that pertained to this important portion of life's wants and necessities. If there is anything which touches my pride, it is to have anyone think, that I am a fool; I had rather a thousand times be told frankly and honestly that I do not know anything. So out of pure and unadulterated revenge, I will give to you, gentle readers, a few of the fashions of the day. Of course, I do not expect that everyone of the ladies will follow this guide, or patterns given, but a few useful, and fashionable suggestions may not be out of place. One's circumstances must often-times be considered in this matter, so in my selection, I have endeavoured to mention only those, which comes within the means of the wives and daughters, of every conductor. Having no book of fashion plates, or even fashions, at my immediate command (and this seems almost unnecessary, as nearly every lady ought to be a subscriber to some one standard periodical of this nature) I am compelled to rely wholly on my observation and memory.

COLORS.

The colors most in vogue for Autumn, are, white, green, pink, orange, black, red, scarlet, violet, rose, brown, lemon, peagreen, cardinal, yellow, terra cotta, gray, moss-green, tea, and tan. Also various hues which are too numerous to mention, and to anyone who may be color blind these would seem to be elaborate enough for general use.

FANS.

At this season of the year, fans are generally carried in the hand of the lady, unless the gentleman accompanying her is thoughtful enough to be so gallant as to relieve her of this almost useless incumbrance; however, if in a crowded church or concert room, it becomes necessary to be placed in use, the polite thing for the gentleman to

do, is to make a few rapid passes with it before the lady's face, if not for comfort, at least to show his desire to pay her proper respect and attention.

BONNETS OR HATS.

They are not to be worn on the head as formally, although this season they are much larger than last. Inside the crown, will be placed a small spring or coil, on each side, which relieves the head of any burden, which the bonnet or hat has heretofore given. Out doors the hat will be worn horizontally, but at churches, theatres and all public places, strictly perpendicular. No excuse will be offered in this respect, without encroaching upon customs of select etiquette, or, more plainly speaking, the fashion of the day.

WRAPS.

These more than useful articles, will be worn principally by the young ladies, not, as an article of usefulness particularly, but to lend effect to the form, and show your neighbors that your wardrobe is A. No. 1—full complement.

COLLARS.

Are worn very high this season, and when attached to bosomettes are exceedingly petite, especially for young ladies, although a few instances have occurred of late, where the wearer has been choked to death (with help) on account of their width. Still this is not likely to prove deleterious to their use, because one is obliged to be in fashion, live or die.

DRESSES.

Calico, gingham, and all cheap dresses are worn very long this season; silks, satins, serge, heavy and costly goods, will generally be made up unusually short, one way or the other, except the bridal trousseaus, and full dress suits for evening parties.

SHOES.

Shoes will be worn on the feet, much as usual. More will be worn in colors, much as formally. As to size there is no regulation this year, although very few No. one's will be sold. Lace, button, congress, button and calf, will be most universal. In the case of button shoes, it will be either fashionable, or convenient, to omit buttoning the top row. Still, this is not material, being held at the discretion of the wearer. Slippers are unusually fashionable this Fall; the customary way is for one to be carelessly on, and the other carefully off.

STOCKINGS.

Are worn in all colors and of extra length; they are also of different sizes and quality. They should, however, be worn on the feet, bottoms down. Those in general use should be laundried every season.

—E. H. B.

FRIENDS.

You have friends that say that they love you, I dare presume:
 Those who always keep their hearts in perfect tune.
 Or, at least, so they will promise, but forsooth
 I really often wonder, do they always tell the truth?

Some have almost sworn allegiance, and have said,
 They would never, never forget thee, when you were dead.
 And I wonder if it really can be honest, can be true,
 That their promises have been kept, and still faithful unto you.

Even in childhood, years ago, the sweetest songs were sung,
 And you listened to the music, although so very young;
 The children even told you, no matter who or where,
 They never could forget you, but ever waft a prayer,

That you would always be so happy, every pleasure come to thee;
 Every joy be far the sweetest, no matter where you might be,
 'Tis the very same old story, perchance been told to everyone:
 But how few of them proved faithful, till the journey was half done.

Once again, when life seemed fairest, and, in the tresses of your hair,
 Someone placed a bunch of roses, saying, always keep them there.
 And you tried to be so faithful; did their idle words prove true?
 And year by year prove kinder, or were they false to you?

And day by day, yea, night by night, each promise given again,
 Yet, the truth so often different, from what it might have been;
 And you often sit and wonder, at night, at morning dawn,
 And even ask the question, I wonder where they have gone.

And as the years roll on, the journey once so fair,
 Seems apt to cast its burden, as fraught with many a care,
 You often live those days again, and wonder if 'tis true
 That half are even thinking, of the love they promised you.

And sometimes you may wonder, if friendship hath not gone,
 Where it has lost its reckoning, among the busy throng;
 And sometimes in the gloaming, perhaps, wipe away a tear,
 And wonder if they have forgotten, that you were really here.

But, by and by, in another land, the story will be all told;
 The chaff, and wheat, all set apart, one dross, the other gold.
 Their friendship then be tested, as never before on earth,
 And everyone be counted, for just what they were worth.

—E. H. B.

MOLLIE IS DEAD.

"Mollie is dead, come home." These were the words which were uttered by a man, only last night, as he stood by the counter as the clerk in the hotel handed him a telegram, and thoughtless of any bad news, he broke the seal, and these were the tidings which greeted him, the brave stout, whole-souled, busy, bustling man. His cheeks turned pale and as he, unconsciously sank into a chair close by, the big tears stole down his cheeks, as his thoughts went back to the bright and sunny days, when he and Mollie were lovers, happy, and joyous, as the tuneful birds that waft their gladsome songs, in many a wooded dell, The bright happy visions of a few short years of hope and joy, too bright to last, of a weesome fair-haired baby girl, of four years old, whose silvery voice, and pattering feet, were heard, as he opened the door on his return home. But now the welcome would be, "Papa has tum home, but mamma has done to sleep " Yes, gone to sleep, but never to waken till the angels break forth in the chorus, where the Heavenly choir gladly welcome the arrival of one more visitor, who came to the mansions of joy and love, and eternal rest, but never to return, only, perhaps, in the light of a guiding angel, like the fairy dreams, which sometimes bring the earthly, and the heavenly, face to face. Shall I paint the saddened picture, as with tottering step and tearful eyes, he lifts the latch and opens the door, where the pale and silent sleeper waits the coming home at last, and he softly takes the whitened hand within his own, kisses the sweet, cold lips, no one there, but God, and Love, and Death, or shall I merely tell you of the silent closing of the door, and leaving the room, the fair haired treasure of all there is left on earth, climbs up on his lap, and with childlike simplicity, and innocence, asks, "Tant we do and wake up mamma?" Where now is the bright, cheerful, and happy home, that used to be, where the looking forward, to the realizing of all we had hoped for, at the end of a busy life. Echo may answer, where? But alas the echo is all that returns; perhaps you will say that this is a picture so overdrawn, that the imagination has blurred the painting, and ruined the colors of real, true life. Happy would so many be, if this were true, but kind friends, it is only one of the many that are actual, real incidents, which come to someone every day, and every hour. For to many a one, the wires that go from pole to pole, along the thoroughfare of Life's journey, silently, but surely waft the tidings, to someone far away, "Mollie is dead, come home."

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Names of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

C. S. WHEATON *Editor*

ST. ALBANS, Aug. 22, 1888.

EDITOR MONTHLY:—The last time you heard of me I had just arrived in Denver via the "Q" *"on time."* I made a short stop there leaving next day at 8 P. M. for Abilene, Kan., via the Union Pacific Ry. My stop in Denver although short was very pleasant. I had the pleasure of meeting Bro Belknap who runs into Denver over the B. & M., Also Bro. York general baggage agent Union Depot. And they both did all in their power to make my stay a pleasant one, and I must say they succeeded in first class style. But as my time was limited I could not prolong my stay and departed with reluctance, amid many invitations to come again, *and I am going again.* We arrived at Abilene at 12:30 P. M. next day. Here we made a stop of two days among relatives and friends, and after a very pleasant but short visit left for Kansas City. We arrived at Kansas City at 6 P. M. Found Bro. Coman *owned* a large part of the town, or at least he owned the good will of a large majority of the people, so I took it for granted that he must own part of the town. We took supper and left some change for Bro. Coman and left via Rock Island for Chicago. We made the trip to Chicago without incident. After spending a few hours in Chicago we were again on the rail bound for Louisville, Ky., via L. N. A. & C. Ry. We arrived at Louisville at 7:45 A. M., Saturday, May 25th in charge of conductor John Bill, a good and true brother of Monroe Division. And as his *palace* is our destination we let him go with us as he may, and we are soon quartered under his hospitable roof, and receive a most royal reception from his estimable wife and sister. Well, we are all fixed for a three days stop here. I was very much surprised at the immense amount of business done here; everybody on the jump and everything looking bright and thrifty. But one thing in particular struck us as being rather singular, that was the great number of Indians at Louisville. I expected to find Indians in Denver but Negroes in Louisville. But quite contrary to my expectation I found Negroes in Denver and Indians in Louisville. And while many will no doubt, doubt my statement, it is nevertheless true, that I *shot* more than twenty Indians in Louisville, and to prove my statement It would respectfully refer you to Mr. Bill. Now then to shoot an Indian seems rather cold-blooded work but I found it was the fashion and I soon got used to it, and killed my Indians without the least feeling of remorse. I also found that many ladies indulged in this sport and could kill an Indian at thirty yards without trouble; and I can prove my statements by many good reliable persons. I enjoyed the sport so much I propose to try it again next spring if I am alive and well and I shall endeavor to bag my part of the game. Our visit at Louisville was a *most* pleasant one, thanks to Bro Bill and wife and sister, who did all in human power to make us happy, and I must say they succeeded to the king's taste. But as we cannot live on fun always we must hasten home to our duties. We left Louisville at 7:45 P. M. May 28th, via Chicago & the Grand

Trunk Railway, reaching home on June 1st, 11 A. M. And while we were pleased to be at home once more, we were more than pleased to think of the delightful time we had and the thought of meeting our friends once more at the 21st Grand Division at Denver next year, and we sincerely hope to meet them all not only next year but for *many* years to come, for I think if any one thing helps to keep things moving in the right direction in more ways than one it is our annual meetings.

Yours in P. F.,

E. D. NASH

BRAINERD, Sept. 15, 1888.

EDITOR MONTHLY.—In reading over the "Fraternal" column of the Journal this month I was very much pleased with the communications, particularly that of the brother from Division 59 and the one from Bro. Stafford. I have been reading not only our own, but those issues by the other organizations during the past few months, and I must say some of them made me tired, and such a letter as Bro. Stafford writes is certainly refreshing. We cannot do right without having enemies any more than we can do wrong. The difference is when we do wrong we win the distrust and disapproval of the better class, when we do right we win the enmity and hatred of those whom no honest men need fear. It is a sad fact that very often those who are good and true are, for awhile blindly led by the "wind bag" element, but sooner or later re-action takes place in most cases. As to the Blatherskites who are everlastingly howling about doing some one up, I would simply say that in my experience I have always found the best way was to let them alone, give them all the rope they want, and sooner or later they hang themselves. The more attention you pay to them the more you keep them in check and thus help them to save their own necks. I have followed the business since but a boy and my experience has been just that of Bro. S. I number among my best friends to-day some of the men who have pulled me over the road, and I admire them for their many good and manly qualities, no matter if they are members of the organization that is going to "do us up." I can say the same with regard to many of my brakeman. I have found among them some as noble men as ever walked the streets or blessed a happy home. On the other hand I have found among this class a large number of the floating kind who seldom stop anywhere longer than a few months, and who are always trying to poison the minds of the better class whom they meet by spinning out their lies. I think the worst and meanest class of liars are these floating railroad men out of a job to-day with \$75 to \$100 back time less their board bill if they payed it and rustling for a meal or a bowl it is immaterial which. To-morrow, this class, however, is only listened to by the inexperienced, and it is for these only that we need fear; aside from this they are perfectly harmless.

A few words more to the weak-kneed brothers. Dare to do right and in the end you will be more than conquerors. Stand by your principles like men, no matter what others think, say, or do. When I was admitted to the Order I thought it just the right thing. Today I am proud of it because it has been weighed and found *not* wanting, or true to its principles. The ridicule heaped upon the O. R. C. and its members since the C. B. & Q. strike has only helped to bind me closer to it, and the only thing that would drive me from it voluntarily, would be a departure from its established principles.

A few words more and then I am done. Business on the N. P. is very good, and good men of the right kind seeking employment in the train service seldom go away disappointed, while on the other hand our most excellent Assistant Superintendent, Mr. Vanderslve does not seem to waste much time on the doubtful class, although I fear he is sometimes just a little deceived. There has been quite a number of brothers come here lately who are members of other divisions; it is hoped they will as soon as possible get a transfer and unite with Division 197 and help along the good work.

Yours in P. F.,

CONDUCTOR.

ROME, GA., Aug. 13th, 1888.

EDITOR MONTHLY:—Several months have passed since our division was organized, and as your humble servant was selected as correspondent, our brothers think it is about time Number 230 was heard of through the MONTHLY.

For several weeks past our members have been rather off in their attendance at division meetings. This we can excuse, because we know many of the brothers have been off on Summer vacations, and as business is brisk again, all are back on their regular runs. The Chattanooga, Rome & Columbia Railroad was finished and regular trains put on July 1st. The building of this road was unsurpassed in the history of railway building. In a little over four months 140 miles were built over mountains, across deep rivers, over wide and deep canons, Mountains were cut through, and valleys filled up. All this was done, and since the first day trains were put on, they have been running as regular and making as good time as any of the old established lines, something never heard of before on new roads. There has not been an accident of any kind, not a wheel off the track, but all trains have been on time. We, the conductors and engineers, are proud of this record, and right here I want to say that I wish from the bottom of my heart, and I know I speak the wishes of all conductors on the C. R. & C. R'y, that all conductors and engineers on every railway all over this land would work together as we do here. We occupy the same division room. The B. of L. E. meet in the morning and the O. R. C. in the afternoon. We have the most kind and friendly feeling for each other, and each and every one seems to try to do all they can at meeting and passing points. There is no trouble about who shall take the side track, but which is the quickest and best way to pass each other's trains. That seems to be the wish of conductors and engineers.

Our new superintendent, Maj. Geo. D. Laurence, took charge of the road June 1st. For many years he was train master of the Ala. division E. T. V. & G. R'y. He is one of the best railroad men in the South. He commenced many years ago at the bottom of the railway ladder on the V. & M. R'y, he has come up step by step and was appointed superintendent of the C. R. & C. on merit alone. He is strict, requiring each and every employe to attend to all their duties, but at the same time kind and considerate. He knows what a man ought to do, and it must be done. Col. J. D. Williamson, the youngest railroad president in the United States, only a few years ago held the position of auditor of the Mexican Central Railroad, now holds the position of president of the C. R. & C. He is one of the best financiers and managers in the country and if he lives will yet be heard from in the railway world.

The C. R. & C. runs directly south from Chattanooga through a country that is new so far as railroads are concerned, but rich in lumber, coal and iron, and the road has had a good business from the day the first train was put on the road.

I know I have made my communication longer than interesting, but I want to say a few words about the "License bill." Every member of our division is in favor of the License law so far as I can learn. Lookout Division 148, Atlanta 180, Lanier Division 185, are all a unit for the bill to become a law, and I have heard that Stanton Division 139 are also in favor of the bill. I cannot tell why any good conductor should oppose the bill. Peace & Harmony writing from DeSoto, Mo., in the August MONTHLY says some very good things, and I agree with him in all he says except the License law. A division card is a good thing, but I cannot see where we would be handcuffed by being licensed by the government. I say give us the license, it will make us all better conductors and better men.

We hope Bro. Wheaton will make it convenient to come South this fall. We want him to see how nicely we are getting on in the South, and in behalf of Rome Division 230, I extend to him an invitation to come and see us. Rome is quite a railroad center now, and if he will make an appointment, we will guarantee him to meet as jolly a set of conductors as ever met together, and if any brother should at any time come this way don't fail to stop at Rome. You will find some of the boys at home and our division room is open to all worthy brothers.

ROME DIVISIO

INDIANAPOLIS, IND., Aug 8, 1888.

EDITOR MONTHLY:—Indianapolis Division 103 O. R. C., have had another good time, and therefore ask a little space in the MONTHLY to tell the brothers of this division about it who did not partake of said good time with us, the occasion being the 3d Annual Picnic Excursion. Saturday, Aug. the 4th, which through the kindness of Supt. Bender of the C. I. St. L. & C. who gave us five coaches and baggage car and engine, and the officers of the T. H. & L. who furnished us an engine at Colfax to haul our train from there to Lake Maxinkuckee, where the good time was had. We left Indianapolis at 6:15 ran over the Big Four to Colfax about 44 miles from here; there we were backed around the Y. on to the T. H. & L. where they had an engine waiting for us which was coupled on and then we started for Lake Maxinkuckee, a distance of 80 miles from Colfax. Our train was well filled, not crowded, and everybody was comfortable, and the weather was all that anyone could ask. The following brothers with their families and friends were on the train: A. J. Morrow, C. C., J. D. Baldwin S. & T., Bros. J. U. King, Thos. Kelley, H. M. Mounts, J. E. Withrow, W. S. Losey, John Lane, John Coburn, Jesse Gray, Chas. Harvey, A. L. Heath, J. C. Marshall, J. A. Finrock, J. E. Miner, and several other brothers whose names I did not learn; there were in all between two and three hundred people on the train. Mr. J. W. Riley, Train Master of the C. I. St. L. & C. accompanied us from Indianapolis to the Lake, where we arrived at 10:55 A. M. at the southwest shore in Arlington Grove opposite Bro. Knapp's hotel, who gave us a hearty welcome in more ways than one. We unloaded our well-filled baskets and ice cream and lemons, and went into camp as it were and proceeded to make lemonade and coffee for dinner: after the necessary ceremony was over everybody went to enjoying themselves as suited them best. We had chartered twenty-two row boats for the day and there were three small steam yachts on the lake which were well patronized also. We had also a string band of music engaged, and Bro. Knapp gave us the use of his dining hall for all those who wished to trip the light fantastic, etc. The day was delightful both on land and water. Lake Maxinkuckee is a beautiful body of water, and is, I am told, about fifteen miles in circumference. At 7:00 o'clock P. M. we all prepared to load up what was left of the good things we had brought with us and at 7:40 P. M. "all aboard" was called out by Bro. C. E. McKeen who had charge of the train from Colfax to the Lake and return. We pulled out from Lake Maxinkuckee a tired but happy set of picnickers; we arrived at Indianapolis at 12:55 A. M. all good and tired. Bro. J. E. Miner was our conductor from Colfax both ways, and I must say Bro. Miner knows his business; and in appreciation of his services rendered, we did in going up from Indianapolis make up a beautiful donation for Bro. Miner in the shape of pennies, buttons, good-luck horse-shoes, "small-sized" checks and nickels, nothing taken of higher value. Bro. King was delegated to present our collection which was done in great shape; and Bro. Miner was so taken by surprise that he could hardly respond, but he did by emptying the contents of a cologne bottle over everybody in the coach where he was.

I must not forget the men that hauled us; on the C. I. St. L. & C. we had engine 52, with L. Campbell at the throttle, and Geo. Schaub at the shovel; and I must say they gave us a daisy ride; from here to Colfax and back, on the T. H. & L., we had engine 142 with J. H. Vancleve at the throttle, and H. Beurisdorf at the shovel. They also made good time to the lake and back, and as we Con's never do things by halves, we all chipped in and made up a purse of \$20 and divided it equally between the two engineers and firemen. The next day, Sunday, was regular division meeting, and we had a good attendance. A committee was appointed to draft a vote of thanks to the officers of the above road, that gave us the use of coaches and engines for the picnic; the committee were Bros. Chalmers, Brown, J. Prentice and H. L. Matthews. By the way Bros. Brown and Prentice were at the picnic. Brothers, you will please forgive me for getting you in at the eleventh hour—no extra time allowed on this run—and now for fear I may make you weary, Mr. Editor, I will stop and take siding or I may get into the waste basket; and then—well—picnic—next year 'hope to see more of the brothers present.

Yours in P. F.

J. A. FINROCK

WATERVILLE, Miss., July 7, 1888.

Order of Railway Conductors Div. No. 149 :

Please accept the accompanying package with my best wishes for your success in your good and noble works. I think the O. of R. C. is the grandest Order I know of.

A Conductor's Wife,
MRS. J. S. KARR.

JACKSON, Tenn., Aug. 3, 1888.

MRS. J. S. KARR—*Madam* : At a regular meeting of Jackson Division No. 149, O. R. C., the handsome altar cloth was presented, accompanied by the graceful note in which you so kindly expressed yourself in admiration of our noble Order.

After having been viewed and greatly admired by all present, it was resolved by this division to present our grateful thanks for this useful article; and believe us, madam, we shall preserve with zealous care this memento in pleasant recollection as a present from the wife of one of our worthy brothers, likewise for the exquisite taste displayed in its construction.

It is the wish of this division that the sky of your life may never be shadowed with clouds of despair. Most respectfully we subscribe ourselves,

W. N. HARRIS,
JAS. D. MORGAN,
HUGH L. PALMER,
Committee.

ROCHESTER STATION, Sept. 5th, 1888.

EDITOR MONTHLY:—We your committee appointed to draft resolutions on the resignation of Bro. G. Clark as secretary and treasurer submit the following:

BRO. CLARK:—As you are about to leave us for a time, and as you have seen fit to sever your connections with Division Number 8 in an official capacity, it is but just that we should in some manner express to you our thanks for the many hours of labor performed by you in the interest of our division, and while we are at a loss to find words to express fully our feelings in the matter, we shall attempt to convince you that we are truly sincere in our efforts to do so. We are aware that the duties that have been yours as secretary, have often been very burdensome, and that you have often expressed a desire to be excused from the further performance of the same, but at our earnest and unanimous request you have continued to take charge of the duties prescribed by our laws, and it is not necessary to say at this time that they have at all times been most satisfactorily discharged. While absent from us, we shall earnestly hope that no trouble may beset your path, and that whether in search of pleasure, or in the transaction of business, you may be attended at all times with success to the fullest extent, and that when you return to your home in this beautiful city we may be favored with your presence and aided by your counsel at our division meetings, though we know that you must feel that you are not obliged to be present in the future as in the past. Again Bro. Clark, accept the unanimous thanks of the members of Division Number 8.

J. D. SHULTZ,
W. S. CAMPBELL, } Committee.
P. McMAMERS,

Report of committed adopted and on motion ordered spread upon the minutes, and that a copy be sent to Railway Conductors' MONTHLY for publication.

D. E. PHILLIPS,
Secretary.

FORT WAYNE, IND., Aug. 14, 88.

EDITOR MONTHLY:—As it seems to be a mystery as to our auxiliary being in existence, the ladies desire through the columns of the MONTHLY to enlighten the ladies of other divisions; as we find in the MONTHLY a question asked and signed by a conductor's wife, why there was no auxiliary to the O. R. C.? and made a suggestion as to there being one organized, we wish to inform her through the MONTHLY that the ladies of Wayne Division 119, organized an auxiliary to the O. R. C. on the 2nd day of March, 1888, and was represented at the Conductor's Convention held in Canada in May, by four of our leading members. We were informed by the G. C. C., C. S. Wheaton, that our society being the first organized would of course be the Grand

Division of the ladies auxiliary to the O. R. C. We don't claim to be a part of the O. R. C. but we do claim to be a valuable adjunct to it. We would be pleased of the ladies of other divisions would take an interest in this work, and organize a division in their city. We feel it is the duty of every lady whose husband is a member of the O. R. C. to attend to this matter at once, as it is very beneficial both socially and financially. We would also be pleased to hear again from St. Joseph as she seems very much interested for farther particulars. Correspond privately.

MRS. ED. ERICKSEM, Pres.

158 Holman St, Ft. Wayne.

MRS. J. P. JACKSON, Sec.

CHICAGO, Ill., Aug. 17, 1888.

EDITOR MONTHLY:—I have sadly neglected my duties as correspondent of Chicago Division No. 1, for the past few months, but a matter of more than ordinary interest having transpired. I am compelled to record it. On Sunday, July 29 through the courtesy of Mr. W. S. Mellon General Manager of the Wisconsin Central R'y. The members of Chicago Division with their families, and friends, were permitted to enjoy a day of unalloyed pleasure. The train at the suggestion of Mr. Allen, the Asst. Gen'l Manager was made up of four parlor coaches, eight first-class coaches, baggage car and engine, completing as handsome and well appointed train as ever left this city, and the effort was by no means restricted to this, as Mr. W. E. Gardner, the efficient Supt. of the Chicago Division said to us on leaving the depot. "If you do not find everything all right, just telegraph me and I will make it right." We found everything all right and started at 9 o'clock sharp in charge of Bro. Hamilton, of Division No. 211, for Waukesha, Wisconsin, distance 86 miles. We had a beautiful view through beautiful scenery, past lakes and woods with which this part of Illinois and Wisconsin abounds. We arrived at Waukesha about noon, and immediately repaired to the "Spring City House" where we had a good substantial dinner, and which speaks volumes for the management of the hotel, who, in addition to being crowded to its utmost capacity in the height of their summer season cared for and satisfied the wants, of about 400 hungry guests.

After dinner each little party of intimate friends separated, to enjoy to their utmost the beauties of the Spring City, and drink to their fill of the healing waters of its far famed springs. Every spring was visited in turn, and great draughts of their waters imbibed. The Bethesda, Arcadia, Hygera, Glen, Silurian, each in turn received special attention. After having absorbed all that we had capacity to contain, both solid and fluid we returned to the train thoroughly well pleased with Waukesha and vicinity. At the depot before starting on our return trip, Bro. Kilpatrick on behalf of Chicago Division presented to Bro. Hamilton a badge of the Order of Railway Conductors and the engineer Mr. J. McKinley a badge of the B. of L. E., and to the fireman, baggageman and brakeman a souvenir of their appreciation of the care and courtesy extended to our members and their guests. Starting at 5:30 P. M. we had a splendid run home, arriving at Polk street depot at 9 o'clock, having spent a day of pleasure that will long be remembered by every one participating in it. A large number of members of other divisions were present with us on this occasion. Too much praise cannot be accorded the officers of the Wisconsin Central R'y., Mr. W. S. Mellon, Genl. Manager, Mr. A. A. Allen, Asst. Manager, and Mr. W. E. Gardner, Supt. Chicago Division for their kindness, in placing at our disposal everything that would conduce to the comfort and pleasure of our party, and we desire thus publicly to testify to our appreciation of their kindness, and assert without fear of successful contradiction, that the Wisconsin Central R'y. is without a peer, for the comfort of its patrons, beauty of scenery, and courtesy of its officers. In conclusion will say that Chicago Division No. 1 is still doing business at the old stand, and doing considerable of it too. Meetings well attended and interesting, and whenever we lack something to do, we just turn in and give our Executive Committee a little quiet roasting to keep up the excitement. Bros. Curran, Sadd and Conners who compose that Committee, have got so they are rather used to it now and feel disappointed if it does not come. Our division and members are now attending strictly to business and find that is about as much as we can do, and do it well. Visitors always welcome, and we try to make it pleasant for all who come.

Fraternally. W. K. S.

EDITORIAL.

THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor.*

E. H. BELKNAP, W. P. DANIELS, A. B. GARRETTSON, W. J. DURBIN, *Associate Editors*

The Editorial Department of the Railway Conductors' MONTHLY will not be used to vindicate the personal cause of any Grand Officer or any member of the Order.

THE STANDING OF THE CONDUCTOR.

There is a marked improvement in the feeling existing between the Railway Managers and their conductors, within the last two years. This has mainly been brought about, by the lessons taught in our Order.

Conductors as a class, are men possessed of some education and their business is a constant school for them. Being brought in contact with all classes of people, and becoming intimately acquainted with public men, they naturally hear and become interested in all public questions as they arise, and in this way gather a fund of general information, that is valuable to them in their business as conductors, and in their private lives as citizens.

That their value to their employers, has increased in proportion to the advancement they have made, goes without saying, for the higher the education of the man, the better fitted he is for his business.

A man may start in life as a carrier of a hod, but if he spends his time studying his business, and improves his mind with good books, he soon becomes too valuable to his employer, to be kept in such a position.

We have many instances of this among conductors. Men who study their profession in all its branches, soon become of too great value to the company to longer fill the place of conductors, and they are called in to fill official positions.

It is a matter of great importance to the Railway Manager, to know that his conductors are intelligent men, and men who take an interest in their business, for railroads depend largely for their success, upon the conductor; that is so far as carrying on the traffic is concerned.

Therefore, we say the standing of the conductor is constantly im-

improving, and, as we said before, the Order of Railway Conductors, has been mainly instrumental in bringing this state of things about by their advanced idea on the labor question, and their willingness to concede to every man, whether employer or employe, the right to be heard on any question.

We believe that one of the puzzles of the labor problem was solved, when our Order commenced to deal with Railway officials as men, and not as corporations, and in almost every case, we have found them to be men.

We do not expect that every person will look at this question exactly as we do, but we do expect that when a man is wrong, and has been convinced of it, he will have the manhood to say he was wrong; whether he be a Railway official, or a conductor.

We have no reason to be ashamed of our record, and no matter how loud some may howl and rave at us, we will continue in the course we have mapped out, trusting to the future to bring us our reward.

We confidently believe, that the future of the conductors of this country, looks brighter to-day than it ever did before, and we have many things to convince us of it. Members should be prompt in attending division meetings, for there will be work for all to do, and those who shirk their duty, will be left in the procession and there will be no time to say—I did not know anything about it.

AMALGAMATION.

"To amalgamate or not, that is the question. Whether it is nobler to be beaten out of your boots, single handed and alone, or in company, is the rub."

At present writing a portion of the various railway societies, through a portion of their membership, are endeavoring by all means in their power to bring about an understanding or amalgamation of their interests, so that they may be able to successfully cope against the companies that employ them, upon the strike basis, and we are certainly surprised to see men who have for years made it their boast that their organizations were sufficient to cure all of the ills, that the flesh that comprised their membership, was heir to, now openly advocating such measures; virtually making from the rostrum, a confession that what they have stated, and what they have advocated for these many years, was not so, and that there must needs be other methods and other means employed to secure the results aimed at. We are led to ask, "can it be possible on the one hand, that men who have labored for years to gain for themselves

the reputation, which they prize, are willing to place that reputation in the balance, opposite men who have never taken any pride in their reputation, in fact have nothing to recommend them to the men who value this reputation? Again, are all prepared to take upon themselves the responsibilities, which must needs come to an amalgamation of this kind? It is a well known fact that the Switchmen's Union, still have some matters which rankle in their breasts, that they would be glad to have the help of the engineers, firemen and brakemen to redress; it is likewise a fact that other classes have something in their craw, which they would like very much to have somebody else help them over, and it is clearly a "You-tickle-me-and-I'll-tickle-you" case, and when once formed the organization that gets the most out of it will be the greatest gainer.

We believe it is time for railway men in general, and particularly those who belong to these various organizations, to look this matter squarely in the face and consider just how it will effect each, personally, by himself, and how it will operate, in case it is perfected.

Two of the three organizations who are working so strenuously for this amalgamation have been beaten in their contests, and the other, so far as we are advised, have never gone into a struggle of this kind, and it is to their credit that they have kept from it so far. This organization is composed of a worthy class of men, who are working hard enduring the dangers of the life of railway men more than any other class, in order to obtain a living, and stimulated by a hope of promotion beyond. It is to them, and them in particular that we wish to say, at this time, consider well before you act, placing yourself in a position where your future prospects and betterment may be jeopardized. We do not believe that any good can come from an amalgamation of this kind; we believe it to be against the best interests of the various railway societies, and we believe it to be against the best interests of the individual membership. We believe that such an amalgamation will be met by the laws of the country in such a manner as to conflict so far that many will be led to regret the day and hour that they gave their consent to such a condition of affairs. We have never yet been able to see wherein any other railway classes in the service were as friendly toward the interests of the brakemen as we, the conductors. They are our constant daily companions, and it is to the conductor that the brakeman looks for his influence to secure his promotion to a conductorship, and we do not see where the opportunity offers itself for an antagonism between the two. The brakeman of yesterday is the conductor of to-day, and his interests become identical with those of his class. We believe that when

the question is thoroughly understood, there will be no chance of antagonism between these two classes. Articles, stimulated by personal hatred may in some sense have blinded the eyes of worthy brakemen, but we believe that they are intelligent and can act for themselves, and if they think and consider before they act, we have no doubt as to their subsequent action.

The MONTHLY does not believe that the amalgamation will ever be perfected, and if perfected, it further believes that it will be of very short duration.

"THE BLACK LIST."

After a long and patient searching the MONTHLY is able to present to its readers a genuine case of blacklisting a railroad employe. There is now an ample opportunity for those periodicals who have so long and persistently proclaimed their hatred of this system, to report this genuine case and also to give their opinions in regard to it.

The case is that of Mr. Armstrong, a conductor on the West Iowa Division of the C. B. & Q. R'y, and not a member of the Order of Railway Conductors, but a member of the Brotherhood of Railway Brakemen. Mr. Armstrong had a collision with a passenger train west of Creston, and was discharged from the service of the C. B. & Q. R'y; he sought and obtained employment with the Denver and Rio Grande, but on account of the engineer's refusing to pull him was discharged from the service of that company. He again obtained employment with the Oregon Railway Navigation company, and his suspension from the service of that company was procured at the instance of the Brotherhood of Locomotive Engineers.

It seems that in this act they have simply carried out declarations made in their meeting at Kansas City and other places, but unfortunately for Mr. Armstrong, he is made the victim instead of a member of the Order. Mr. Armstrong did not run an engine on the C. B. & Q., neither did he fire an engine, but simply acted in his usual capacity of conductor during the strike. It would naturally seem that this organization would merit and receive but little consideration from the Brotherhood of Railway Brakemen, on account of this action, in driving from a situation twice, at least, a member of their organization.

The MONTHLY does not hesitate to pronounce this one of the most outrageous proceedings that has ever come to its notice, and it is a case that the exponents of the great federation scheme, particularly on the

part of the brakemen, will do well to consider very thoroughly, and advise themselves very definitely in regard to, before they put themselves into the chains of an amalgamation of the other labor societies.

There has been another case reported that of a roadmaster upon the C. B. & Q., who was also blacklisted, but we are not able at this writing to give the facts definitely in the matter.

We were led to print in the August number of the MONTHLY a clipping from "Pressed Leaves," also a statement of the condition of the Railway Officials, and Conductors Accident Association of Indianapolis, Ind. Our attention has been called to the fact that designing parties have been using the clipping from "Pressed Leaves" as printed to the detriment of this Insurance Association. The MONTHLY in giving place to both sides of this controversy, endeavored to give each side a hearing, without any thought whatever of influencing against this worthy Association, and we take this method of righting ourselves and the Association with regard to its printing.

This Association is endorsed by many of our warmest friends, and we know from the fruits of the Association that they are doing a grand good work, for the railway men of the country. They are paying their claims promptly, and we have the best of reasons for believing that they are in a position to do so at all times. They are patrons of the Railway Conductors' MONTHLY, and the Editor of the MONTHLY holds membership in their Association.

We do not consider that it in any way conflicts with the interest of the Order or its insurance, as it takes up an entirely different line of insurance, that which is known as the accident feature, and a line of insurance which benefits a man in his lifetime more than any other, particularly should he be engaged in railway employment, and eligible to become a member. The MONTHLY does not in any sense desire to discriminate in the matter of insurance; with the conductors it is a notorious fact that too few conductors are carrying the necessary insurance, and we are willing at all times to assist by contributing our mite, to secure to the members of the Order and conductors in general; and their families, the most equitable results and the greatest degree of safeguard to themselves.

If our readers will note the August number closely they will also note the statement of the expert who examined the books of this Association, and who certified that he found them in good condition. We shall hope that this valuable Association will receive the support that it merits from all classes of conductors.

"WHAT SHALL THE HARVEST BE?"

These words were uttered by one, who, having an interest in the spiritual welfare of every human being, composed the beautiful lines which have been rendered in nearly every church and concert room, yea, in a host of private homes, all over this great and happy country.

And with a cordial respect for the subject for which they were dedicated also for which they were so well adapted, we have faith to believe that no one will consider, neither deem it a sacrilege, if we borrow without asking, this same expression and apply it to the future prosperity and growth of the Order of Railway Conductors; so we start out with the first proposition: "What shall the harvest be?"

In answer to the proposition, I will say, no one can tell, but added to this I will just as frankly and plainly write, what I believe it should be and what I believe it may be, if every brother of the Order tries to the best of his ability to make it what it should be.

And first of all comes the natural and pertinent question, for what was it designed? Was its conception from a high and lofty standpoint of morality, good will to men, honesty of purpose to assist one another in every lawful and laudable manner, enacting laws and the carrying out of the same, for the benefit of the masses, not the few, for the bettering of the condition of the American railway conductor, in every way possible, with a prospect in view that he who attaches his signature to the book, wherein his name is enrolled as a reputable member of the same should in some way; by some means, avail himself of the privileges offered, to make some preparation for those who, while he is living, are dependent upon him for support, so that when by disease or accident he is called away, there will be a little left, at least, to keep the wolf from the door and a trifle to educate the little ones with and make the good, yet lonely woman, feel that though she is not left all independent, yet not dependent on the cold charity, which so often hovers around the hearthstone of many a family, where the husband, perhaps the father, has left the train service, by order of him who sees no distinction between the highest railway magnate on earth, and the honorable, God-fearing conductor, no matter how lowly his station may be, and I ask you now my gentle reader, if I have rightly pictured what, in reality, was the design of this Order? If not please inform me so that I can regulate my views and opinions in conformity to the real facts in the case; but until better informed I will take this view of the case and consider it at least a rational platform on which to predicate my opinion of what

this Order should and may do, if every member will do his level best to bring forth the desired results. First: a regular attendance at every meeting of your division; ah, but you answer me, "I do attend whenever it is convenient," that is right my brother, good for you; but that word convenient is the bane of any society, or any association, religious or moral, in the world. It embraces every excuse, answers oft-times in the place of a genteel fabrication, or more politely speaking, a lie, than any other word in the English language. For the facts in the case as known to myself, will verify the statement that where every five out of every nine say they could not attend, the facts are they could if they would, and this fact in itself is enough to break up and almost ruin any organization in Christendom. By a regular attendance you and every other brother are informed of the wants and wishes of the members of your own Division, and it is really the only place, with slight exceptions, where the affairs of the Order should be considered. Another great benefit is to be found in every member being satisfied, to reason well on all questions brought before your Division, and everyone be content to abide by the will of such after having expressed your own opinion fully; always willing to give and take, and if it does not go your way exactly, appear just as pleasant and feel just as happy as if it did, and trust to your ability in the future, to the influence you can use, to make others see as you do, in all matters pertaining to the good of the Order.

Another good thing to do is, in all cases where you feel at liberty to advance an opinion, whether popular or otherwise, first weigh the principle, or the policy, well; get all the facts finally, be sure you are right, then go ahead; and in every case where you find you are wrong, gracefully acknowledge the fact, retiring from the position you have wrongfully taken, with dignity, and respect to yourself and all others.

Again, it is expected if a brother or his family be sick, or needy that the committee who were appointed to attend to that will immediately wait on the brother, and find out his wants and attend to them; this is all very good and as it should be; no obligation or tie of any organization under heaven relieves you or me of a personal duty we owe as a friend or a neighbor to any being on earth, and a personal friendship and love for any fellow being, is the greatest that has ever yet been known. In your opinions regarding the working of the Order although they may be at variance with a few or even many others, they will always be respected by those who think differently, if promulgated in an honest, straightforward, manly, friendly manner. And they will always command the respect of your opponents, when conscientiously

out-spoken, with no tinge of sarcasm or reproach lurking beneath the surface.

The height and depth of any argument or opinion is always measured in the scale of honesty, and friendship based on the principles of right and justice to all. Then let every member of this organization never forget that their interests are identical with those of every other member, under like circumstances, only, and this will, in a great measure explain why there are so many different opinions and so many contrasting views on many subjects, which attract the attention of all.

Let every one do as they would be done by, actuated by a noble impulse of uprightness and honor, and in answer to the question. "What shall the harvest be?" you will hear the reply, the condition of the American Railway Conductor far in advance of what it was before the birth of this Order, because every tendency and teaching, is to benefit in every way this class of workingmen, and place them in the front ranks of any Organization in this country.

GONE A FISHING.

This is the time of year when all the Nimrods seek the haunts by river, lake and sea, to gratify their lofty ambition in gathering in the finny tribe, with hook and line, or spoon, and then comes the story, hard to be believed, of the greatest number caught, which are usually termed "fish stories." Even the president of this great republic has just returned from his annual pilgrimage to the deep still waters where the far-famed bluefish have their home, and every newspaper in the country has heralded the fact, as if it were any more of a sin for the president to go a fishing than you or I, or any gentleman of more feeble pretensions.

But the greatest fisherman of all the anglers, with the poorest luck, sat beside me the other day. We were seated at the table of a fashionable hotel, and my friend had just ordered a plate of oyster soup, which the waiter had just brought in. Placing the napkin on his breast, he gathered the spoon in his strong right hand, gave it a lunge into the boiling water below, rested it there a moment, and then with a smile which betokened a bite, raised it carefully to the water's edge, and then the woe-begone expression as he realized that ne'er an oyster had been found. Nothing daunted, he again threw in the spoon, not even waiting for the current to waft it into the middle of the lake, but carefully drawing it from one side to the other, then lifting it out of the water, with the same success as ever. He finally gave up the ghost, well satisfied that all attempts to catch oysters at that hotel were futile indeed. He gently remarked that some one else must have selected as well as caught all the oysters in the bay. He drew back from the table, exclaiming, "This is certainly the worst day for fishing that I ever knew."

THE EDITOR'S SANCTUM.

Kind reader, were you ever an editor? Methinks I hear the answer as each one exclaims, "scarcely ever," never, O never, neither was I. But the Grand Chief Conductor being away, I arose very early this beautiful September morning, and scarcely waiting to partake of the elegant breakfast, which is advertised in radiant headlines, I ran to the office and broke into the editorial room, determined to see what a lone retreat and a quiet apartment such a place might be. A lovely place to select for a day's quiet and rest—I think I hear some gentleman observe, "Quiet and Rest!" Yes, I should smother; after hanging the door on one hinge, after gaining admittance, which was no easy job, as I had forgotten the "password," I seated myself at the desk, and after spreading out some three or four thousand communications I found myself in readiness to get out the October MONTHLY.

First on the list was the electrotype of some brother and a proper eulogy on his life and his chances for weal or woe, in the long journey in the far off country where the high or low tariff were never discussed, where men and women are weighed in the scales of justice and not guessed at. O, how can I avoid getting on the scales, for it is said they do weigh so correctly, and be weighed you must.

I had just arrayed before me several hundred items written in English, besides one in Spanish, German, and one that had been inoculated with the yellow fever; this was from Jacksonville, Florida. I suppose some doctor had pierced it so it would not catch it the second time; very few people do: most of those who have had it once are too weak to catch it again, and before the regulations are made out he is liable to be a little shy of a benefit at the same rate as before. I felt a little timid of this epistle; it is true I was not very familiar with the Spanish, German and French; Chinese I was at home with, because their language, as perpetrated on tea chests and shirts, is identical with my own penmanship; but that Yellow Jacket envelope looked entirely lonely to me; that is I thought it would feel better not to be ripped open, but the editor said I must tear open everything that came to the office which was written with the strong right arm of a gentleman. Fine-haired penmanship I must carefully avoid. He told me it was often more fatal than a fumigated letter. His last parting words were, "Now Bell, for heaven's sake," or, if that is too much, "for the sake of the Order, and the dignity of the office in particular, do try and lay aside your foolishness for a few days. Dress up, keep your face clean, and if any one comes in, especially a stranger, be courteous and polite." I readily accepted the challenge

and dressed in my best, with neatly brushed tile, and shoes so black and shiny; seven o'clock found me in the editorial chair and locking the door I proceeded to edit. (I forgot to say that I had other garments on besides the aforesaid.) I was, of course, a little nervous at first and every letter looked longer than Cleveland's letter of acceptance, but I soon got down to business, and things were working admirably when I heard a gentle footstep on the stair, and in a moment more a gentle rap on the door, and unlocking it I beheld a person of the usual age in female attire, and very thoughtlessly, was about to say, "Madam, will you walk in?" when I happily chanced to think of my instructions and politely said, "the next door please," and after she had passed away, I pinned on the outer door, "The editor is not at home, place your cards under the door." When I passed that way going to lunch I found enough to play whist with two packs, and they are lying there still, for I always obey orders. Finally, I settled down to work, and was getting along smoothly until I chanced to look into the glass opposite, and much to my surprise I noticed a thousand lusty, fat, and healthy flies on top of my head. At first I could not guess the cause of this as I had never had flies before, but a thought struck me in a moment; they had made a fatal mistake; taken me for brother Johnston; so I begged to be excused for a few moments and going into the office of the G. S. & T., borrowed a portrait of brother Johnston, and hung it up on the wall, and in ten minutes the top of the picture was covered with the very same flies that had tried to bother me. The hour of twelve arriving and the Magazine not finished, I decided to take a vote and see if it was thought advisable to go to dinner; so I offered a resolution to that effect which was immediately seconded, and no one appealing for a division of the house, I put the motion which was carried unanimously. So the editor adjourned. On my way down stairs I observed a buggy-wheel with a seat and cushion on top, and a cross-pin in front and a little tiny wheel at the bottom; meeting the book-keeper I enquired in nervous tones what animal that was? He informed me very readily he could not tell the name of it in English, but in Scandinavian it was Hjule. I was perfectly at home there and remembered the name so I led the Hjule down to the bottom of the stairs, leaned it up against the sidewalk and jumped on. I noticed before seating myself on the animal, that on one side was a silver plate and some Texan had branded it Johnston. Not waiting to receive any bouquets, I started off; I believe "off" is the most appropriate word I ever used in any of my speeches. I went so far off that horse and rider rolled over and over each other, trying to keep or rather to get on top, and finally I came out of the remains unconscious and nearly obliterated. I could not speak for several hours, which aside from my sufferings, was enough to dethrone my reason. The first words that I uttered were 'Who will edit the MONTHLY now?'

THE NIGHTS ARE A LITTLE LONGER GROWING.

Only a few more days to come and go, only a few more nights, when father and mother and the little vines and flowers, those little boys and girls who make home so pleasant, whose jollity and fun make one feel almost young again, can sit out on the porch, lay down on the green velvety lawn, swing in the hammock, catch the busy firefly, and listen to the merry but mournful song of the cricket on the hearth. Spring, that harbinger of sweet wild bird songs, of gentle showers and fields all dressed in living green, wildwood flowers, crocus bloom and beautiful ferns, has said good-bye till another year rolls round, and field, and shrub, and flower, all dressed in living green, have thrown their gems of beauty into the lap of Summer, and trusted to her the important task of fulfilling the hopes and anticipations which she had formulated. And how well in this western country has Summer fulfilled her mission. The bounteous granary of fruit and vegetables, yea, growing crops of every description, can best attest to her faithfulness. But her work will soon be accomplished, and Autumn will soon be here, as often time before, and old King Frost will put his final touch on the beautiful sheen which Spring and Summer have painted in colors far more fair than poet has ever described, or painter with deft and delicate touch has ever been able to imitate. "And the nights are a little longer growing," and soon the trees and shrubs and every leaf will bear no more the impress of youth, of childhood, of gaiety and childish hopes, and joys, but dressed in a livery which is no less beautiful, but, O, how sad, reminding everyone that one more Autumn of life is here again, only waiting, a little longer waiting, to cast her burdens at the feet of stern and haughty winter, with chilling winds and banks, not of fragrant ferns and flowers, nor bonnie green, but drifting snow and poverty unforseen.

"But the nights are a little longer growing," and as we sit inside the house by the cheery fire, what will the little birds do, who are placed under our care by Him who gave us the wild weird songsters of the forest to teach us the worth of music, who gave us all the showers of Spring and sun of Summer to make our outdoor life so happy to us, and no less to our children, the birds we gather by the fireside when stern old Winter cometh—what shall we do with them? The question may seem very simple to many, and some one may answer, "We will do just as we please." Another may say, as too many have done, "They will take care of themselves." Yes, that is true; there is no use of any one disputing a fact that is undeniable, but is alas, too true, for to-day a million of boys in the cities of our country, for aught their fathers and

mothers know, are taking care of themselves. But, O, what a picture in a country where free schools offer a liberal education to every boy and girl; but where thousands of mothers and fathers have too many cares, too many anxieties, too many places to attend of pleasure and gaiety, to ever remember their children's wants, desires and needs, when the Summer and Autumn have passed away, and "The nights have a little longer grown." A few children's papers, books, and magazines, to be read, which gratify and please, yea, also instruct; but someone says there are no birdlings in this little flock who are old enough to read. No, but there is a father and mother who can spare a leisure hour between them, every evening, not only to read but to describe what they have read, so that the youngest of the flock may understand; and a few plays and social games, which add so much to health and happiness, and always bears a substance behind which pays for any expense or trouble; a little getting down from business cares and troubles, and fashion's requirements to the greatest duty on earth, providing for the necessities, and wants also, of the winter birds who nest inside the house, who, when we are all gone must bear our burdens over again, those who know not what to do when "The nights have a little longer grown."

Then, let everyone see to it that the little ones of our homes not only have enough to eat and wear, not only the advantage of attending school and church and Sabbath school, and concert, but that added to this and far beyond all other privileges allotted to them, that they receive a little more of our personal care and teaching, a little more love than ever before, so that we may always be able to find our own, "When the nights have a little longer grown."

"PLAY BALL."

There never was a more fitting motto for a conductor or anyone connected with the railway service than the sporting slang phrase at the head of this article, "Play Ball." In fact it means just what the words indicate; it really means just what it says; and when the captain, the coacher or the umpire says "play ball," you do not have to send to the neighbors or book store to borrow, or buy, a Webster's unabridged, to find out what may be the meaning. It means that the engineer, the fireman, the conductor, the brakeman, and the flagman, shall, from this on, all pay strict attention to business, so that there may be no muffs, no flies, no accidents of any kind, to the game, where good attention would have prevented them. When you

and I were boys, over the fence was out ; to-day, how different, a home-run. How many men in the railway service after working awhile get fearfully tired; some one else has an easier or better run. This one is at home more, that one has no way work, no cars to switch out and take in, no unloading or loading, a through train, air brakes, first-class engine—why can I not have the same? You study over the matter day after day; pay more attention to that than to the running of your train or its necessary work, and finally decide that it is the fault of the train-master or superintendent; conclude that you are no favorite, and, no matter what you do, advancement is not in your line; but, really, in seven cases out of ten, is this the true reason? Me boy, make a home run once. Bat the ball clear over the fence on the left, to the top of the brick houses; let some one bat the ball hard against the pitcher's head, but his hand is there first and he catches it just long enough to turn the natural curve, but scarcely stopping its speed, as it goes on to centerfield, who turns it again, and the first baseman gets it the hundredth part of a second before the batter touches the plate, and there stands the umpire and shouts, "one out!" My friend, railroad just like that for awhile, or in other words "play ball," and see then who are favorites.

The caller comes around at 2 o'clock in the morning, and knocking on the window, says, "Third 47 on time, get up." Only forty minutes, engine 239. You wake up, feel a little pain in the pit of your stomach, and say, "Tell Jim I am sick, and call some one else."

I saw a third baseman fall on top of a man running the bases the other day; both fell down, the runner underneath; he had sprained his limb, been spiked, got up pale as death, staggered a moment, straightened up again; just then the captain called out, "Bob, play ball!" Did he say, "call somebody else?" Not much. Another batter had sent the round bunch of lead and leather bouncing over the fence to the right, and away he went hobbling and limping until the home-plate was reached, and then retired a few moments for repairs. It is just this same kind of attention to business and earnestness to stand at the top of the score that makes any and every one successful. If a conductor or a brakeman, an engineer or a fireman, develop these capabilities, coupled with a reasonable amount of good judgment and good sense, no one will stay very long at the foot of the ladder, and when you feel disheartened and about to give up because somebody else has made a home run, just imagine you hear the captain's voice as in ringing tones he exclaims, "Play ball!"

"WHO WILL JOIN THE GANG."

The heading of this article you will remark is a slang phrase; they as a rule are words not conducive to good manners, neither any symptom of good breeding. Not even the polish which breeds a disposition calculated to inspire the reader with any hope of a pure and healthy moral sentiment; such phrases generally originate in the brain of the thoughtless and uneducated. But now and then there seems to be a time in this progressive age when words, however simple, however uncultured, seem to convey a deeper meaning than the most strained or polished language which can be used; so, for once, I have departed from the strict letter of consistency, in the use of cultured phrases, as you read the heading of this article. And the circumstance came about just as accidental as so many do which make up the life and record of any one's existence. We even, many a time, gain valuable information from the little things which occur, and often some accidental, thoughtless word or action from some one, changes the course of the current of our life and brings us to see the fallacy of thoughtless habits, and deep rock rooted faults, which others deplore, yea, even despise, but out of pure and friendly motives, never dare to mention, for fear our displeasure might equal any good this kindness might hope to secure.

At the foot of the stairs as I was coming into the office this morning, three little boys were sitting on the sidewalk, engaged in earnest practical conversation, just the same as many have done before, who are, or were not boys. And with nearly every sentence expressed, or argument advanced, from the lips of each, came a vile and horrid oath just the same as many a trio of men have used who have arrived at that age when better things were expected of them, not only from those whom they called their associates, as far as years were counted, but also from the almost countless number of boys and girls, who expect better things, better patterns of morality, of manhood, of the graces of this life, which should be given, which is expected from those who bear the burden of this warfare, and enjoy the blessings of a free and joyous land, of schools and churches, surrounded by the culture which they are supposed to develop, without stint, to everyone who has a regard for the furtherance of a lofty perfect system of works, which ought to disseminate enough good influence to make every one at least a gentleman.

If these propositions are true, if they bear the semblance of truth, and I could not write them did I think they were not, for anything written or spoken in this age, which bears not the impress of both truth and honesty, had far better be left unsaid and unwritten, again, I say, if

the proposition be true, then we turn, alas, with grief, from the beautiful painting of what ought to be, and find in its stead, the unforbidding picture of what really is. From the first, with high hopes of the present and future, yet all perspective, to the last, a sad reality of the patterns given, of the mottoes chosen, of the words used by men and women, which are sealed on the lips, instilled in the minds, and engraven on the hearts of the little boys and girls whose only teachers in reality are the patterns and profiles we present them in our conversation, in our everyday life, and every oath we use, yes, and every vulgar expression which escapes your lips and mine, casts its reflection and prints as indelibly on the mind of every child its influence as the sharp and quickened light of the sun makes the day so bright and beautiful.

These, I acknowledge are strong propositions; ask yourselves are they true ones? if not the author should be silenced, forever, from any space allotted him in the pages of this magazine, for its use is given to no one to write what is untrue, to disseminate thoughts or words which are either false or unimportant; then weigh the question well, good reader, but if you decide that they are true then give the weight of your honest judgment the value of your home life experience, and do not laugh at or deride the writer. And brother, who today, more than ever, satisfied that every one believes them to be true is not only shunning a positive duty, but sinning against his God, his family and society, by either using such language or allowing an oath to escape his lips, and also giving these views to others.

Then wonder not so much at the heading of this article when I ask, "Who will join the gang," and resolve to break themselves of this pernicious habit, which if not rectified will bring us ere long to be what? A nation of swearers, a community who care no more about taking God's name in vain than they do of the singing of the wind as it blows down the chimney as we sit by our happy firesides in our several homes. But, methinks I hear some brother say: "I would believe these arguments, or if not, sentiments, better, if they came from some other source."

Then kindly let me answer, such refutations as that heaps coals of fire on the heads of your children and mine, on every one of the hundreds and thousands who roam the streets of every city in the land, by day and by night, whose first, and last, and almost every intermediate word, is a vile and horrid oath. So, the only question is, not who is willing to contribute to this reform, not who advanced the idea and asks you to help carry out the same, but the only question at issue is merely this: "Who will join the gang?" After one has joined you will say, "whence comes the benefit?" You say, "I have lived 30, 40, 50 or 60 years as the

case might be; it is true I have once in a while indulged in a little oath just to make it more binding, but I have never seen any evil effects from such a course." This may be all true; too presumably it is sadly true; but at home there may be a loving, patient woman, who watches every little kindness that is given, and returns a hundred fold the thanks justly due, (how curious) perhaps not a word is said, no fault is found, but in the heart deepest wound. Yet, oftentimes, one thing forgot, the heart is saddest when the lips move not; and to some little child, perhaps your own, a good wife's love, a childish laugh a golden throne, and so life's joys below, are all the better share, Who'll join the gang and never swear?

BROTHERLY LOVE.

BEAUTIFULLY EXEMPLIFIED BY THE DEDICATION OF A MONUMENT TO ALFRED G. BLACK, THIRD PAST GRAND CONDUCTOR OF THE ORDER.

Wooster, O., Daily Republican.

The beautiful and substantial Scotch granite monument erected in Oak Hill Cemetery by the Order of the Conductors in memory of Alfred G. Black, Third Past Grand Chief Conductor of the Order who died eighteen years ago, was appropriately dedicated yesterday afternoon. The members of the Order and railway officials repaired to the Cemetery between three and four o'clock, many of whom were accompanied by their wives. The exercises at the grave were opened with prayer by Rev. L. H. Stewart, pastor of the Alliance M. E. Church, and who also made brief, but interesting remarks appropriate to the occasion. He was followed by Wm. P. Daniels, the Grand Secretary and Treasurer of the Order. He was followed by C. S. Wheaton, Grand Chief Conductor of the Order, of Cedar Rapids, Iowa. This gentleman's remarks were eloquent and most appropriate to the occasion. He closed very feelingly and presented the handsome memorial to the widow and the Cemetery Association. Judge Isaac Johnson responded on behalf of Mrs. Black and the Cemetery Association. R. W. Feeman, of Ashtabula, O., who had been in his younger days under the dead Conductor while an employe of the Ft. Wayne road, made a few remarks testifying to the love and esteem he bore for him as a man and master.

The ceremony was brought to a close by prayer by Rev. Stewart.

The following is a partial list of those present:

F. M. Faster and wife, Crestline; Mrs. A. F. Black, of Willoughby, O., wife of the deceased conductor; Mrs. Fred Black, Mansfield, O.; Miss Laura Black, Kansas City, Mo., and Miss Alforetta Black, of Topeka, Kansas, daughters; Mrs. Fisher, Alliance; M. R. Mathews and wife Alliance; C. S. Whorton and wife, Alliance; R. A. McCara, Alleghany, Pa.; A. M. Royer and wife, Alleghany, Pa.; L. Wagoner, Crestline; D. B. Long and wife, Alliance; H. Fout, Pittsburgh, Pa.; J. B. Dineburg, R. E. Purcell, Orrville; Wm. Fetter and wife, Alliance; G. H. McKinley and wife, Alliance, A. S. Koler and sister, Alliance; A. Barr, Crestline; H. H. Hoyer, M. Price, Mrs. Line, Mrs. Cook, Chas. Filson and wife, W. W. Gibson and wife, Alliance; O. H. Walton and J. W. Clark, Ft. Wayne, Ind.; D. S. Patterson, H. J. Bebout, C. W. and W. W. Garland, Alliance.

The railway very kindly run a special train east free to those who resided at Alliance.

ANOTHER OPEN LETTER.

ADDRESSED TO THE ORDER OF RAILWAY CONDUCTORS.

Copied from the Chicago World.

EDITOR CHICAGO SUNDAY WORLD: Permit me once more to trespass upon your valuable space. But as you are so nobly championing the cause of the railway employe, I flatter myself that you will cheerfully publish my letter.

I have just read that volume of misrepresentations recently from the press, yecept, "Proceedings of the Grand Division of the Order of Railway Conductors," etc. I must say that it required the most brazen-faced effrontery on the part of the compilers of this alleged "report" to send it forth bearing the title which I find on its covers. To think of this as being a "verbatim" transcript of the 20th annual Grand Division is more than flesh and blood can bear. And yet the compilers of this alleged "report" pretend to be teachers, and to inculcate a brotherly spirit; to promote harmony, charity and Christian love. Out upon such hypocrisy!

Scattered throughout the pages of this—I dislike to speak of it as a report—volume are misrepresentations and perversions of facts, as they occurred in Grand Division. I will call the attention of the delegates to certain things, and ask them to bear me out in the statement, when I say that the sayings and doings of certain delegates have been maliciously garbled, and language credited to them which they never used, thus placing these men in an unenviable light before the members who sent them to the convention, expecting them to do certain work. Afid now, my brethren, this being the case, I ask: "Must such things be, and overcome us like a summer's cloud, without our special wonder?"

I am at a loss which most to be surprised at, the impudence of the lie, or the boldness of the insult to the intelligence of the delegates who attended the 20th annual Grand Division.

My motive in writing this letter is to so place this matter before the entire Order, and more especially the few benighted followers of these men, of whom the best that can be said is that "God made them, therefore let them pass for men." And I want to place it before them, so as to carry without conviction to the mind of the least intelligent of the "gang," that the O. R. C. is daily being imposed on by those whose duty it should be to serve and not dictate.

Another reason is that justice may be done those delegates whose utterances while debating upon certain things in the Grand Division, have been so perverted as to cause their constituents to think them either knaves or idiots, or both. Thus doing almost irreparable injury to the entire Order; as it will be readily seen that no reliance can be placed in those men who are paid to do certain things and not dictate the policy of the O. R. C. I have heard it said repeatedly by delegates that the reports of former Grand Divisions did not truthfully represent the work done therein. To be sure, at former meetings no stenographer was employed, reliance being wholly placed in the "long hand" report of the Grand Secretary, and a very long, slimy hand it is indeed. Whereas, at the twentieth annual convention of the Grand Division thought by employing a competent short-hand reporter that there was nothing to prevent their having a truthful, verbatim report of the proceedings, especially when they so ordered it by an overwhelming majority. In fact, unanimously. Poor, deluded dupes, they reckoned without their host. They not only did not receive a partial report, but instead a pack of lies upon lies. I hereby chal-

lenge the compilers of this "report," whoever they may be, to take such action as will bring this matter before a committee consisting either of members of the Order or disinterested parties, and if I do not prove that they have maliciously falsified the record, then I will proclaim over my full name that I have lied and that they are pure as angels—God save the mark!—provided, that should I make out a case they will quietly withdraw from the Order, they not to be required to say anything about their veracity. This they will be compelled to do in any event when this matter is thoroughly sifted to the bottom.

I will cite but two instances out of many to prove my statement with regard to this volume of lies: On page 287 where the Grand Secretary, William P. Daniels, is reported as making quite a lengthy speech in closing debate on that portion of his annual report which related to the strike of the B. of L. E. on the Chicago, Burlington & Quincy Railroad, the Grand Secretary either did not possess the ability to say on the rostrum what he is credited with saying as he is quoted, or else he did not have the gall to stand up and justify further his action with regard to sending this report in advance to railway managers throughout the country. Nearly every word of this "speech" is an interpolation pure and simple; or rather impure and very simple. What he did say related wholly—and that not to exceed thirty words; mark this—to what was said by one delegate with regard to his "crawling in the dust before railway officials." And by the way, why was this speech garbled? Now if the Grand Secretary had this "speech" inserted in the "report," then is he a wilful falsifier of facts, and guilty of violating the obligation which he took upon assuming the robes of office. But no, perish the thought! He never could have done this (?) The person who compiled the "report" must have been a mind reader. Or, possibly the stenographer, knowing that the Grand Secretary was laboring under a fit of temporary excitement at the time when this great effort ought to have been hurled at the heads of that terrible "opposition," any one man of whom has more manhood and principle in his little finger than this egotist has in his whole body, I say, that owing to a fit of temporary excitement, possibly owing to the fact that there was an election pending, the stenographer, realizing the situation, jotted down the "speech" which we now find stored away among the archives of the Order, to thus perpetuate the fame of this modern conqueror to everlasting—glo—ro—rob that word. No, Mr. Grand Secretary, it won't do.

There is another glaring instance of lapse of memory, or rather of unmitigated gall, in the compilation of this mongrel "report." Not one, but many of the nature of this one. Where the amendments offered were up for final action certain officials might be placed in a ridiculous light before the Order were the exact facts reported. Trickery is here resorted to to cover up their dirty work. The report reads "this amendment was adopted unanimously, every member present voting in favor thereof." My brethren, wherever you find this statement you may set it down as false. It is customary, as everybody knows, when no objection is made, for the G. C. C. to declare the amendment adopted, without a vote.

Now, my brethren, it is for justice, plain and simple, for which I plead; but what folly after all to ever hope for justice from this quarter, so long as we ourselves are so passive in the face of such outrages as these. No one can win the respect of another unless he respects himself; and in the face of this instance alone, how can the vast body of the "opposition" assert themselves as self-respecting if they do nothing toward preventing any future recurrence of this

or similar outrages? If, indeed, the opposition are indebted to the "gang" (and I think they are), isn't it full time that the reckoning be made and the debt paid in full, with interest?

One thing further in connection with this alleged "report." The delegates will readily recall the desperate efforts made by certain members to have the stenographer's report of the proceedings of the day previous furnished the Grand Division. They will also readily recall the tricks resorted to by the "gang" to keep this report back, which they did succeed in doing.

Do you now my brethren, see the real milk in the cocoanut? Any connection, think you, between the tricks resorted to at that time and the present pack of lies? Can you not recall the statement made by the G. C. C. about the prospective price of the "verbatim report" per volume. He said that "it would probably cost four dollars." I believe the price of the present volume is twenty-five cents. I am not done with this subject yet, but for fear of exhausting the patience of the editor I will forbear for the present. These servants, but would-be directors of the O. R. C., may find that there is yet a God in Israel. When at the close of the next Grand Division it is to be hoped that they will not again take it upon themselves to abuse their betters through the columns of the *Journal* which is supported by the entire Order. One thing more, Mr. Grand Secretary: Please confine the subject of your circulars to the lines laid down in the statutes as amended. If you do not you will find that there is a "chiel amang ye taking notes, and faith he'll print them." No bulldozing here after. Confine yourself to servanthship; stay in the kitchen, don't come into the parlor among your betters.

By the way, my brethren, did you notice how "clean" the August number of the *Journal* is? It brings to mind the saying of Longfellow:

"Then by night the frogs are croaking,
Kindle but a torch's fire,
Ha! how soon all are silent!
Thus truth silences the liar."

My teeth not yet being cut I am satisfied to be numbered amongst the large pack of "Barking Dogs."

A. "GROWLER."

Chicago, Ill., Sept. 8, 1888.

AUTUMN.

A few more days, of showers so sweet,
Of bright warm sun, of noon-day heat,
A few more notes of wild bird's song,
And then bright Summer will be gone.

A few more days of bright crystal sheen,
Of fragrant flowers and leaves so green,
Then comes the frost, we drop a tear,
Because Summer is gone, and Autumn is here.

The bright green leaves all fade from view,
Taken on their dress of somber hue,
And first we know, we see once again,
The marks of wee fingers, on the window pane.

E. H. B.

MENTIONS.

—The railway lines of Mexico have ordered from Europe 50,000 metal ties to be placed on their track as soon as received.

—Bro. W. B. Perkins, of Number 34, desires the address of Bro. Ed. Taft, John Adams, J. C. Davis, G. H. Knight, Geo. Dunlap and E. A. Backster.

—I have just been advised of the death of Bro. D. McCoy, of Randolph Division Number 29, who was a member of our insurance department, holding certificate No. 2616.

—Bro. Robert B. Stegall, secretary, of 148, desires the address of Bro. Charles W. Greenwood, who, when last heard from was on the Denver & Rio Grande railroad.

—While east we had the pleasure of riding with Bro. W. P. Carpenter, of Division Number 154; Bro. Carpenter is still in charge of his train between Binghamton and New York.

—The attention of all our readers is called to an article on Railway Passenger Travel, by Gen. Horace Porter, in the September issue of the Scribner; it is well worthy the attention of all.

—Bro. John O'Shea, of Denver Division Number 44, is visiting his parents in Galesburg, Ill., for the first time in four years. We had the pleasure of traveling from Omaha to Galesburg with him, on the 11th.

—Bro. S. W. Schrum has been appointed station master at the new passenger depot recently opened by the Queen and Crescent system at Chattanooga, Tenn. He is a member of 148, and his appointment gives general satisfaction.

—Any information relating to Mr. William Stark, formerly a brakeman on C. S. R., Div. of M. C. R., but later a conductor on C. P. R., at Donald, B. C., will be thankfully received by M. Gordan, Union Division No. 13, St. Thomas.

—Bro. J. C. Sheldon, Division 56, Albany, N. Y., called on the Grand Secretary and Treasurer this morning, Sept. 11, looking hearty and hale. He is admiring the little patches of corn in this western neck of prairie, departing this afternoon for Omaha.

—Bro. L. W. Crawford, of Division Number 51, who was so badly injured nearly two years ago, and who has a claim pending for disability in our mutual benefit department, called at this office, August 30th, and was examined by the examining surgeon, Dr. French.

—Of all the pleasant spots on this green hemisphere in which to spend a vacation, Windsor Hotel, at Rouses Point, takes the loaf. It is pleasantly situated close by the water, with elegant fishing, and any brother contemplating a vacation trip will find it pleasant to go there.

—The secretary of Division 119 wishes to find the whereabouts of Bro. L. Henry, M. J. O'Mera, J. F. Dooley, C. G. Wheeler, D. L. Lyon and Frank Gilland. Can any brother give the desired information, and if so will they kindly inform Bro. J. P. Jackson, secretary of Division 119, East Dewald St., Ft. Wayne, Ind.

—Bloomington Division Number 87 desire to tender their sincere thanks to the officers of the railway lines and others, who so kindly extended them courtesies on the occasion of their excursion to Kankakee and return, August 9, 1888. The proceeds of this excursion were for the relief fund of the division. Bro. Dunsmore had charge of the train, having volunteered his services, which were greatly appreciated.

—The Firemen's Monthly for September takes upon itself to make all sorts of wildcat charges and endeavor to fix the responsibility of everything that is wrong upon the Order of Railway Conductors, and its officers; when the editor gets cooled off a little we may, perhaps, find the opportunity to answer. We have heard say that ice was good when accompanied by a plentiful dose of pure spring water.

—We have just received the sad intelligence of the death of Bro. Thomas Carney, who was killed on the 24th of August at Waltham, Mass., just as he was getting on his train and almost in sight of his home. He was considered one of the best as also one of the oldest con-

ductors on the Fitchburg railway. Resolutions of respect were passed by the brothers of his Division, Number 122, Boston, Mass., which we will publish as soon as received.

—John Sugars for many years running a passenger train out of East Saginaw, Michigan, and late a member of Division No. 182, is now proprietor and manager of the Earnest House, East Saginaw, and as we have partaken of his hospitality, we know whereof we speak, when we say that John keeps one of the best houses in Northern Michigan. He shows his belief in the Order and the value of the MONTHLY as an advertising medium, by his card in our Hotel Register.

—With pleasure we refer to the advertisement in our pages of two articles which will be found in the October and November numbers of Scribner's Magazine: The first on "The Railway in its business relation," by Prof. A. T. Hadley, also the "Railroad Man's Life," by B. B. Adams, Jr., the last of which will contain several illustrations by A. B. Frost. The preceding numbers have contained several articles which have been well worth the price of the periodical itself, which warrants us in bespeaking a careful perusal of the numbers for October and November.

—A union meeting will be held under the auspices of Chicago Division No. 1 and Stanchfield Division No. 41 on Saturday, October 13th, and Sunday, October 14th, 1888, at 82 west Randolph street, in the city of Chicago, commencing at 10 o'clock each morning. The Saturday meeting will be devoted to matters of interest to railway conductors, and the Sunday meeting to the exemplification of the work of the Order. A number of Grand officers are expected to be present, and we shall hope to see a large number of brothers of the Order make it convenient to be present with these Divisions on this occasion.

—The pleasant and agreeable information comes to us that Bro. John H. McPartland, the late efficient yardmaster of the C. B. & Q. R'y at Burlington, Ia., has been promoted to Assistant Division Superintendent with headquarters at Ottumwa. Bro. McPartland has been connected with the Q. for a long period, and we believe that every officer and employe will heartily join with us in congratulations, and that his promotion while reflecting great credit upon himself, also gives the railroad an efficient and competent man, who will be an honor to the calling he assumes, as he has been to the Order of Railway Conductors.

The September number of the MONTHLY contains a five page advertisement of the Railway Officials' and Conductors' Accident Association, of Indianapolis. This is the largest ad ever published by the MONTHLY, and not only shows the appreciation of our MONTHLY as an advertising medium, but also shows the strength of business qualities and backing of the company doing the advertising. No company or association has ever attempted to do business on the plan of the Railway Officials' and Conductors' Association. They are bound to do the business of the country. Many of the endorsers whose names appear in the ad are well known to a majority of the railroad men of the country.

—We have heard so many favorable comments from others, and have been so highly pleased with the press comments also on the "Writings of Railway Passenger Travel" by General Horace Porter, in the September Scribner Magazine, that we felt inclined to read the article, and satisfy ourselves of its real, intrinsic worth. Whoever writes for any magazine at this date, and either pleases, instructs or gratifies the taste of the majority of readers who may peruse its columns, with a view of selecting the best because the best is always the cheapest when anything is read, that is worthy of being retained by the memory, and we were more than pleased at the homelike and easy grace which is exhibited by the writer, and the fund of information so agreeable and valuable, which the article contains; and we believe it will repay every reader of the MONTHLY to give it a careful perusal.

—The Elmira Sunday Telegram of September 9th contains a very nice illustration of a new automatic switch, which we hope to have the pleasure of presenting to our readers at some future date. This switch has been patented by Mr. O. P. Odell, of Bradford, Pa., and Mr. A. P. Chapman, of Hornellsville, N. Y., and we have no hesitancy in pronouncing it to be the finest invention of the kind we have ever seen. When in perfect working order it is impossible for a train to become derailed on account of a switch being left wrong, as it will right itself every time before the engine reaches the end of the rails. Mr. Chapman, one of the patentees, is a brother of Brother Harrison S. Chapman, of Buffalo Division No. 2, and he has had thirty years experience as a practical locomotive engineer, and under his direction this switch has been brought to its present perfection. We shall hope to see it, at no very distant date, in universal use upon the railway lines of our country. An invention of this kind is of the greatest value to the railway employes of the country, as it certainly lessens their danger.

—Can it be that the genial secretary of Division Number 159 is looking for a mate (or perhaps a captain), or is he trying to win the ladies' affections as a pastime. It does look as though there was a chance for an explanation:

GAUDALAJARA, Aug. 3rd.

DEAR ECHO:—We girls have just had a just too delightful time. Your Harry Greenleaf has been up to see us and he is just too sweet for anything. He had some most beautiful ladies' jewelry with him and we think he intended to propose to one of us but did not have the courage. We are just crazy to know which one of us it is. I think he is just awfully nice, don't you? He had such a handsome mustache and it feels so awfully jolly when it touches ones face; and that's just the trouble. All the girls in our set praise his mustache and I just think he said the same thing to us and was just as kind and caressing. If he tells you anything please write and tell me immediately and I will never, never tell anyone. Yours with curiosity,

MISS CHIEF.

—Mr. George Kennan will contribute to the September Century an article on "Exile by Administrative Process," in which he gives a great number of instances of the banishment of persons to Siberia, without the observance of any of the legal formalities that in most countries that precede or attend a deprivation of rights. Mr. Kennan will also discuss, in an Open Letter in this number of The Century, "Is the Siberian Exile System to be at Once Abolished?" stating his reasons for believing that the plan of reform now being discussed in Russia, and which is said by the London "Spectator" to involve the entire abolition of exile to Siberia as a method of punishment, will not be put into operation. Mr. Kennan says that the present plan is one proposed by the chief of the Russian Prison Department, with whom he had a long and interesting conversation just before his departure from St. Petersburg. It grew out of the many complaints of the respectable inhabitants of Siberia, who demand that the penal classes of Russia should not be turned loose upon them. The Russian official only hoped to restrict and reform the system, so as to make it more tolerable to the Siberian people, by shutting up in prisons in European Russia a certain proportion of prisoners who are now sent to Siberia. This reform would have affected in the year 1885 fewer than three thousand exiles out of a total of over ten thousand. Before such a plan goes to the Council of State for discussion, it is always submitted to the ministers within whose jurisdiction it falls,—in the present case, the Minister of Justice, the Minister of Finance, and the Minister of the Interior. Two of these officers have already disapproved of the plan, the Minister of Justice declaring that "exile to Siberia for political and religious offenses must be preserved," and that it is Mr. Kennan's belief that the scheme will not even reach the Council of State. This is by no means the first measure of reform which has been submitted to the Tsar's ministers, but every effort has so far been fruitless, and the plans have been found "impracticable."

—Just as we are going to press we receive notice that Bro. H.H. Goodell has been appointed assistant train master at Burlington, Iowa. Such promotions as this should make every member of the Order more convinced that a personal application to the work assigned you is the only right road to success in any branch of business. Bro. Goodell is a worthy brother of Division 31, and a gentleman who has friends by the score. Success to you, Henry.

—One more for our side: Information reaches us at the last moment of the still further promotion of one more member of the Order. Brother T. C. Clifford, of the Wisconsin Central, formerly Superintendent of the Minnesota, St. Croix Division of that road, now to be in charge of the Chicago and Milwaukee Division, William A. Gardner, resigned. Brother Clifford's headquarters will be at Chicago; we shall try and give him a call at our first opportunity, and we congratulate the brothers of No. 46, Milwaukee, and hope that in the days to come they may all be Superintendents.

—From a private circular just received we learn the following:

Office Supt. of Transportation, of the Chicago and Ind. Coal Co.

To all concerned:

During my absence, commencing Sunday, Sept. 23d, J. M. Thacker will perform the duties of Superintendent of Transportation. His orders will be respected as would similar orders issued by me. (signed) W. S. PAGE, Supt. of Transportation.

App. D. R. PATTERSON, Gen. Supt.

We are pleased to know of Brother Jim's promotion, and know that his many friends will heartily join in wishing him success in his new position.

RAILWAY CONDUCTORS' MONTHLY.

OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

56 Third Avenue,

CERT. NO.

Cedar Rapids, Iowa, Oct. 1, 1888.

NOTICE OF ASSESSMENTS NOS. 181, 182 and 183.

Due immediately and Membership forfeited if not paid before Nov. 30, 1888.

Three Benefits Paid from Surplus.

BENEFITS PAID									
Ass't No.	Ben. No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.	
177	125	Children	Death,	R A Cruzen	Pneumonia	Sept. 4	1968	175	
178	126	Mary A Wisham	Death,	C D Wisham	Accident	Sept. 4	4177	204	
179	128	Mary E Taylor	Death,	Seth Taylor	Paralysis	Sept. 4	1736	194	
180	Surp.	Alex McLean	Dis'y.	Alex McLean	Cancer	Sept. 21	1228	151	
181	"	J W Mark	"	J W Mark	Peritonitis	Sept. 21	2006	83	
182	"	Cath'rin Wentz	Death,	Peter Wentz	Typhoid F'vr	Sept. 30	4697	82	

ASSESSMENTS.									
Ass't No.	To Be PAID TO	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.		
181	Rebecca J Forbes	Death	J H Forbes	Accident	June 8	3596	125		
182	Florence Christman	Death	Geo Christman	Soft'ng Brain	June 9	1185	43		
183	Flora S Ryan.	Death	Cornelius Ryan	Consumption	June 9	668	99		

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. P. DANIELS, Treasurer

In Memoriam.

Monley, S. P.—At the regular meeting of Lone Star Div. No. 53 held Aug. 19, '88, the following resolutions were adopted.

WHEREAS, It has pleased the Supreme Architect of the Universe to remove from our midst our late Brother, S. P. Monley, who died at Los Angeles, Cal., Aug. 15 of consumption.

WHEREAS, The intimate relation recently held by our deceased brother with the members of this Order rendered proper that we should place on record our appreciations of his services as a member, and his merits as a man, therefore be it

Resolved, By the Order of Railway Conductors, Lone Star Div. No. 53, while we bow with humble submission to the will of the Most High, we do not the less mourn for our brother who has been called from labors to rest.

Resolved, That in the death of Brother S. P. Monley, the Order loses a brother who was ever ready to advance the interest of the Order, devoted to its welfare and prosperity, and an honest and upright man,

Resolved, That this Order tender its heartfelt sympathy to the relatives of our deceased brother in this their sad affliction.

Resolved, That these resolutions be entered upon the minutes of the division and that a copy be sent to the CONDUCTORS' MONTHLY.

A. L. DAIN.
JNO. CONDON,
S. E. KINSINGER,
Committee.

Wickham—At a regular meeting of Ashton Division, No. 186, Order of Railway Conductors, held in the division room July 23, the following preamble and resolutions were adopted.

WHEREAS, It has pleased a divine providence to call suddenly from this life, our esteemed and worthy Receiver and Manager, Gen. W. C. Wickham, and

WHEREAS, In his death the community loses a good and valued citizen, the Ches. & Ohio R'y. a good and efficient officer, and the employees of the road a most valued friend Therefore, be it

Resolved, That the division tender to his bereaved family our heartfelt sympathy, and express to them the sense of the great personal loss which they have sustained, knowing that our sincere appreciation of the manifold virtues of a noble character of the husband and father will help to sanctify, and make less poignant their own grief.

Resolved, That a copy of these resolutions be presented to his family, and printed in the CONDUCTORS' MONTHLY, the Huntington papers, the Richmond Dispatch and Cincinnati Enquirer.

W. WALDRON,
J. W. THOMAS,
F. H. ATKINSON,
H. M. BERKLEY,
W. A. HICKEY,
Committee.

Miller, Mrs. Clark—At a regular meeting of Indianapolis Division No. 103, Order of Railway Conductors, held this date, the following resolutions were adopted.

Resolved, That while we bow in humble recognition of the Divine wisdom of the Almighty, yet we do not the less sympathize with our bereaved brother in this sad affliction and we do sincerely condole with him in this his hour of grief.

Resolved, That a copy of these resolutions be sent to Brother Miller, spread on the minutes of the meeting and forwarded to the CONDUCTORS' MONTHLY for publication.

J. U. KING,
L. D. HIBBARD.
H. M. MOUNTS.

Indianapolis Aug, 19 1888.

Parker—It has been our sad misfortune to lose by death one of our best officers, S. L. Parker, Sec. and Tres., and whose place it will be very hard to fill. As you know by a former letter he received his death blow one week ago last Saturday, and died last Monday, at 6:45 P. M. We attended the funeral last Thursday at Laurel, Del. The company give us two special cars; the church at Laurel was filled, and many words were spoken showing forth his good qualities. There is not the least shadow of a doubt, but that he was prepared to meet his Heavenly Father. In our division yesterday fitting resolutions were passed, one to be framed and presented to his widow, and one sent to the MONTHLY for publication, which you will receive in a few days. In looking over the names of the brothers of our division, it is very hard for us to get one to fill the office of Sec. and Tres., as there are very few that are able to be with us every meeting day. Wishing you all well, I remain,

Yours in P. F.
A. B. DANER.

Wilmington, D. I., July 2nd 1888.

HINTON., July 23, 1888.

EDITOR MONTHLY:—Please find enclosed, resolutions passed by New River Division 140, on the death of Gen'l. Wickham, which we ask you to publish as the general was a far different superior officer than a great many. He was our friend as well as the friend of all employees. And one that the employees in all stations had a good word for, one who never turned his back on an employe, one who recognized us as an organization worthy of his notice. As I was Chairman of the Committee of Conductors that waited on him last September, I know whereof I speak. So it is the wish of this Division 140 that the resolutions enclosed be published in the MONTHLY.

Yours truly in P. F.
C. L. BRUNER.

Blatchley—Died of Cholera Infantum, in Edon July 2, 1888, Elettie J. Blatchley only daughter of John Blatchley, aged one year two weeks and two days.

Sweet as the incense of morning,
Pure as an angel of light,
Lost to our heart's fond caresses,
She sleeps in her casket of white.
Escaped are earth's trials and toils,
Gained are the joys of the blest,
Sleeps did you say in a casket?
Ah no! On the dear Savior's breast
She reposes while a welcome,
Sweetly melodies, is given,
And her voice swells the angelic chorus
Of such is the Kingdom of Heaven.

At a regular meeting of Huron Division, No. 121, Aug 3, the following resolutions were adopted:

Resolved, The members of Division No. 121, have learned with feeling of deep sorrow and regret of the sad loss that has befallen the family of Brother John Blatchley in the recent death of their only daughter, Elettie J. Blatchley.

Resolved, That the heartfelt sympathy of this division be extended to them in this their hour of sorrow, and that as a token of respect and esteem for our brother and wife, that sootions be entered on the records of this division, be printed in the CONDUCTORS MONTHLY, and a copy sent to Brother Blatchley and wife,

By order of Huron Division No. 121.

Donahoe, M. J.—At a regular meeting of Indianapolis Div. No. 103, Order of Railway Conductors, held Aug. 19, 1888, the following resolutions were adopted.

WHEREAS, The Great Grand Chief Conductor has taken from our midst our esteemed Brother, M. J. Donahoe, therefore be it

Resolved, That we his Brothers in Fraternity do sincerely sympathize and condole with his bereaved wife and family, and commend them to Him who orders all things for the best, and whose chastisements are meant in mercy, be it further

Resolved, that a copy of these resolutions be sent to the family of our late brother, spread on the minutes of the meeting and forwarded to the CONDUCTORS' MONTHLY for publication.

J. U. KING,
L. D. HIBBARD,
H. M. MOUNTS.

A PAINFUL STORY—AN ACCIDENT BY WHICH FOUR PEOPLE ARE DROWNED—TWO WORCESTER CHILDREN ARE DROWNED.

One of the most painful stories of the summer is that of the drowning accident at Brookfield, late Saturday afternoon, by which Mrs. C. W. Jones, of Brookfield, her daughter Mrs. H. Clark, of Providence, and two grand-children, Arthur Wood, 8 years old, and Minnie Bullard, aged 12, both of this city lost their lives.

The party was out rowing on the Quaboag river, Mr. Jones being with them and managing the boat. He is a man, according to some accounts, of nearly 80 years of age, and troubled with rheumatism. Everything, however, went on pleasantly until the boat was near the Boston and Albany station, when the little girl lost her balance and fell into the water. All hands reached out for her and the boat capsized, precipitating the entire party into 12 feet of water. Mr. Jones, by astonishing efforts, succeeded in getting his wife and Mrs. Clark to the marshy ground which borders the Quaboag, and then, exhausted and crippled as he was, swam out again to the children, who were faintly crying for help. He was old and weak and the little ones were carried by the stream out of his grasp. The women, crazed with grief, seeing this, plunged frantically towards the drowning children, falling once more into the deep water. Mr. Jones made desperate efforts to reach them again, and shouted madly for assistance, but it was of no avail, and he saw all four of his companions sink under the waters of the Quaboag. When it was just too late to be of assistance to the women and children a small steamboat put in an appearance and saved the heart-broken, exhausted, brave old man. The bodies were recovered in an hour.—*Worcester Gazette. Monday July 23, 1888.*

Keeby, J. H.—At regular meeting of Little Rock Division, No. 31, Order of Railway Conductors held August 12, 1888, the following resolutions were adopted.

WHEREAS, The Great Ruler of the Universe has in his infinite wisdom removed from us our worthy and esteemed brother, J. H. Keeby, be it

Resolved, That though sympathizing with the afflicted relatives and friends of the deceased we express an earnest hope that even so great a bereavement may be designed for the highest good

Resolved, That while submitting with all patience to the will which has deprived us, we deeply feel the absence of one who has been so long among us, and in his sudden departure we recognize the slight thread which binds us to earthly things

Resolved, That to his bereaved family we extend our heartfelt sympathy in this their great affliction more especially when considering the sudden manner of his death, be it further

Resolved, That our alter and charter be draped in mourning for a period of thirty days in respect to our esteemed brother, and that these resolutions be spread on the records of this division, and a copy of the same be presented to the bereaved family, and published in the daily papers and CONDUCTORS' MONTHLY.

C. B. SMITH,
WARREN BALDWIN,
W. R. DULEY,
Committee.

THE RAILWAY CONDUCTORS'

MONTHLY.

Volume V.

CEDAR RAPIDS, IA., NOV. 1, 1888.

No. 11



HOWARD EVANS.

HOWARD EVANS.

The subject of this sketch is perhaps one of the best known members of the Order. He became a member of the Order as a charter member of Chapman Division, No. 45, at Oneonta, N. Y. He was represented in his division in the last three sessions of our Grand Division and at Toronto, was elected a member of our Executive Committee for three years. In his railway employment he is a graduate from the ranks, having formerly served on the "Old Erie," and now employed as a passenger conductor, on the D. & H. R'y, and Navigation Companies line. Brother Evans is happily married, and at present resides at Schenectady, N. Y. Brother Evans is a man of pronounced views on all questions, but no one will be more willing to yield a point when convinced. He is an able debater, and well versed in parliamentary law. He stands high in the estimation of his brothers.

ALONE.

Since she went home—
The evening shadows linger longer here,
The winter days fill so much of the year,
And even the summer winds are chill and drear
Since she went home.

Since she went home—
The robin's note has touched a minor strain,
The old glad songs breathe but a sad refrain,
And laughter sobs with hidden, bitter pain
Since she went home.

Since she went home—
How still the empty rooms her presence blessed,
Untouched the pillow that her dear head pressed;
My lonely heart hath nowhere for its rest
Since she went home.

Since she went home—
The long, long days have crept away like years.
The sunlight has been dimmed with doubts and fears,
And the dark nights have rained in lonely tears
Since she went home.

—ROBERT J. BURDETTE.

MICKY FINN'S VIOLET.

Out of the ground at the foot of the big pine tree in Lindsley's wood there grew a violet. 'Twas after much hesitation that the flower had pushed its way up through the carpet of brown needles which covered it, and at last timidly showed its head. Every morning a slanting beam of sunlight shot through the branches of the big pine and kissed the purple lips of the flower and drank up the beads of dew which nestled in its green leaves. After many days of struggling the flower began to manufacture its new spring bonnet. This bonnet was "woven in looms of air" and shaped by the "shuttles of the sun." Still, while this process was going on, the flower often shrank and trembled as a vicious blast, lingering over from March chilled its tender leaves. But one day when the sun was brighter than usual, the bonnet opened itself and a subtle perfume came from it and mingled with the balsamic odor of the pine and the faint breath of the honeysuckle. 'Twas the eau de cologne of the wood. A dainty perfume was this, and coquettishly did it wave upon its tender stem.

It seemed as if all the dwellers in the wood had conspired to protect the flower. A big bumble bee was pilfering sweets from the violet one day when a blue bird flew down and gobbled it up. A red-headed woodpecker picked up a bug that was gnawing away at the violet's stem. A brown-breasted robin tripping by stopped to look at the flower. A squirrel lingered on its way up a rugged oak, turned to inspect it, then whisked out of sight in the foliage. And every day the stem of the flower grew stronger and its perfume sweeter.

But across the fields from beyond the meadows there came one day a destructive animal, which consumed every green and living thing before it. This was Micky Finn's billy goat. It happened that the venerable old graybeard had gnawed the rope which bound him to the stake in Stumpy Field and had gone on a little ramble. As he rambled down the Old Point road dragging behind him about 50 feet of clothes line, he looked every inch a conqueror, and children hid behind their mother's skirts and peered out fearfully as he went by. On arriving at the wood he sniffed the air redolent of fresh and growing things. After cropping tender grasses for awhile he grew tired of this ordinary fare and fed only on dandelion shoots and other dainties in the wood.

Violet, you are in danger.

The goat stood on the crest of a ridge, which ran like a great backbone through the forest. He looked off upon the river below him with a dreamy expression of his eyes as he enjoy the scene. Suddenly he

turned his head and listened. Down the aisles of the wood came a faint "Holloo Billy, Billy, Billy!"

There was a moment of silence, broken only by the sougning of the big pine. Then above the voices of the wood came the call again, this time nearer by. The hoary and wicked old truant lifted his head and uttered a ma-a-a-a of welcome.

Barefooted and flushed with exercise Micky Flinn made his appearance. The most affectionate relations prevailed between the boy and the goat, which was shown by the ardent manner in which the goat rubbed his head against the boy's legs. Micky picked up the rope, and the pair started homeward.

Beware, violet!

The way led past the big pine. As they went down the slope of the hill the goat saw through the leaves the twinkling of the violet's blue cap. He was eager to reach the flower, but Micky held him back with the rope. Thus struggling they went by the flower on a run. Micky caught a glimpse of the violet as he went by, however, and the desire for possession seized him.

When the goat had been safely tied to a stake again and kerosene oil had been poured upon the rope by Micky to keep the graybeard from chewing it again, the boy returned after the flower. He took his mother's fire shovel with him and dug it up, carrying enough earth with the plant, to protect its roots. He planted it in the front yard and built a little fence of sticks around it.

The flower drooped and faded for a day or two, then it resumed its pristine brightness of hue, all its exquisite bloom, all the subtle odor, which it had borne in the wood. Every morning Micky watered it from an old tomato can and powdered the earth around it until the soil was soft and loamy. Only the morning sun was allowed to shine upon the violet, for at midday the hot rays would have blasted the flower. Under such fostering care the violet became ambitious, and put out another stem. From the top of this stem there grew another bloom, with a yellow heart and with purple petals softer than imperial velvet. Every morning before he went to school Micky knelt over the flower, and his nostrils dilated as the perfume greeted his freckled nose. Then he covered the delicate plant with a roof of brown paper to shade it from the noonday heat.

All day long as he toiled over his spelling book and primary geography the picture of the nodding violet danced on the page before him. It obscured the naked savages in Terra del Fuego; it came between little Mike's eyes and the Cape of Good Hope, and with tantalizing

insistence interfered with the boy's spelling of "phthisis." In fact, violets nodded archly all over his desk.

Hide, violets!

But the kerosene evaporated from the rope which bound the billy goat, and he began to chew upon it as he had in days gone by. He was in no hurry about the job apparently, for he chewed with painstaking persistency, knowing that patience always brings a recompense for toil. After chewing for three hours without once relaxing his jaws, the rope fell apart. Once more he was free to roam at his own sweet will over hill and dale in Stumpy Field, and e'en in the balmy Lindsley's wood, if his fancy led him thither. Instead, however, he went straight to the shanty.

It happened that Mrs. Finn saw the goat coming. She closed the gate and made preparations for defence, but the billy vaulted over the fence and began his old-time foraging in the back yard for cabbage stumps and the juicy potato paring. Mrs. Finn was afraid of the billy. Frequent encounters had taught her he was not to be trifled with. She stood in the kitchen door, armed with a clothespole. When the goat came within reach she used this weapon upon his back; but when the goat resented this familiarity she retreated into the kitchen, and closed the door behind her.

After a number of these encounters the goat rambled around into the front yard. Here he fed upon the fresh and juicy crocus and the budding hyacinth. Mrs. Finn looked helplessly out of the window at the destruction going on. She dropped an sadiron upon the billy's head, but he only shook his head and resumed his feeding. A stove-plate roused a little more animation in the goat. Still he pursued his wicked undertaking.

Take care, violet!

When the goat reached Mickey's flower he ate the brown paper first and then with one fell snap of his jaws took in the precarious violet. This must have proved very toothsome to him, for he lingered over the choice morsel like a gourmand until Mrs. Finn deluged him with a kettle of hot water. Then he rolled over on the ground in pain. Finding no relief in this, he jumped over the fence and went down the Old Point road at a gallop and disappeared. After his departure Mrs. Finn went out to estimate the damage. Suddenly it occurred to her that Mickey would be heartbroken if he discovered that his violet was gone. How could she repair the damage? Ha! she had it. There must be other violets in the wood. Flying down the road went Mrs. Finn, fire shovel in hand. She climbed a stone wall and went headlong through a brake

of blackberry bushes in the wood. The birds were singing and the squirrels clattered overhead, but she paid no attention to them. At last, in a little shady hollow, her search was rewarded. Carefully she dug up a fine violet and started for home.

She put it in the place where the other had been, and fifteen minutes later the brown paper was in position over the violet and all signs of the goat's invasion were removed. Then Mickey came home. The first thing he did was to examine the flower. While Mrs. Finn was still busy washing the dirt from her hands, her boy dashed into the shanty.

"Mother," said he with shining face.

"F'what's th' matter, me b'y?"

"Me vi'let has t'ree flowers. Wan o' thim growed since th' mo'nin'."

"Ha, ha, me bouchal! Faix, them wild flowers grows mighty fasht this warrum weather."

Mrs. Finn kissed the rosy upturned face of her boy and they went out together to look at the violet.—*N. Y. Sun.*

TWO SIDES TO A CHARACTER.

On a train between Jersey City and Patterson a poorly dressed woman, carrying a baby in her arms, walked through two coaches and was unable to find a seat. The railroad hog was there. In a dozen cases he had the whole seat by himself, and he meant to keep it. The woman finally found refuge in the smoking car, and by and by the hog went forward to enjoy a Havana and found her crying.

"What's the matter?"

"Baby is very ill sir."

"And where are you going?"

"To my sister's. My husband is dead and I have no home."

"Have you any money?"

"Not a dollar, sir."

"Umph! Sorry for you. Let me hand you this."

The hog has been robbed of his bristles. Woman's tears have melted his selfishness. He returned to his car, gathered the other hogs about him, and said:

"Come down! Poor widow—sick baby—no home. Come down."

The hogs went down for their wallets, and in ten minutes the sum of \$40 was put into the woman's hand, and the boss hog observed:

"There—there—it's all right—not a word! Now come back here!"

And as she followed him into the coach a dozen hogs rose up and insisted that she take their seats, and all gathered round her to voice the sentiment:

"Poor woman! Poor baby! Isn't there something we can do for you?"

The railroad hog can't be crowded, but he can be melted.—*Troy Northern Budget.*

ONLY ONCE.

We notice in the different periodicals of the day, as also the various daily newspapers, that Mr. So-and-so, wife and children, Mr. B. and daughter, Mr. H. and family, Mr. R. and niece, are registered at different places, such as Old Orchard Beach, Coney Island, the Catskill, Long Branch, Saratoga, etc., etc. Many of these are bankers, real estate dealers, some few owners of fifty thousand dollar horses, and last but not least among the number, a score or so of railway presidents, general managers and superintendents. Now we do not envy them their happiness and pleasure in the least. While engaged in our regular duties we never give such things a passing thought, still there came a period in our life's history last night in the wee sma' hours, which we can never, never forget. And it was all brought about so unexpectedly, quietly, and so innocently that although the enjoyment was almost beyond our comprehension, too dear for earth, too sweet to last, and to-day we drink only of the fount of disappointment so bitter, still we cannot refrain from mentioning it in these columns. However, sad as it may be, it was only a dream. We like many others more lucky, but not at all like ourselves, had been promoted to the position of general manager of one of our trunk lines of railway. By a unanimous call from the president of the road, we had attended a meeting of the directory of the same in one of our eastern cities; after a week spent in observation, comparisons, fluctuations, and discriminations, we were voted a leave of absence for two weeks, and advised to try the cool and bracing atmosphere, as also the soft and healing seabreeze of Old Orchard. We took a short ride by rail for general managers scarcely ever have to walk, found ourself our family and so forth, registered at the Old Orchard House, prepared to accommodate five hundred guests. We passed the time very pleasantly the first day playing billiards, whist, and other like innocent games, (all for our health of course). The morning of the second day, a party made up of general managers, general ticket agents, general passenger agents, general master mechanics, general the-good-lord-only-knows-who, and out of the party of twenty-five, with the ladies, concluded to go down to the beach, also our nieces and other peoples nieces, friends of our wives, sisters etc., to take a bath. I knew before we started that I would be laboring under great disadvantage in the matter of bathing, for having just been promoted I had never taken one in my life; that is a bath; I may have taken a towel and a piece of soap or a comb or something small, like that out of a sleeping car, sometime but, but—I never took the whole thing. It is wrong you know—

everybody knows it, to take anything—that is, I mean a conductor; anyone else can take all they can get and very little thought of it. I have known bank cashiers, bank presidents, faro-banks, and whole lots of people to take the whole grocery, cake and all and no one, not even the creditors, ever said a word to them about the matter, not that they felt all O. K. and pleased at the way things were going, but it is almost impossible to live in the states and hold conversation with a friend, however dear, over in Canada. Even if you find out his Post Office address which sometimes costs quite a little sum, and you write him, the answer will most always be, “the climate is so much nicer over there and his health so much better that, notwithstanding, his old friendship and love for you, he valued his health above everything else. Once in a while the Canadian authorities are invoked to extend their aid, still they hate to do it; they are so friendly and cordial a set of people, and they like to have anyone from the states, come and visit them, even stay a long time, especially if they are men of means; they scarcely ever ask you how you became flush, or how you came to seek their shores in midwinter for your health. Also, as a rule, the Canadians are not an inquisitive race of people; they had rather take a nip with you with a (Here’s a health to the Queen) any time, than to even appear as if they cared to pry into your private business. And almost every one who goes there from this country, goes on private business exclusively. Some people have been known to go and stay there for years, without even taking along a change; they had plenty of drafts and bills etc., that is they are not afraid to take drafts; during the war, (twenty-five or twenty-six years ago,) many who left for there, were afraid of drafts; but fashions change so often now adays, that what was to morrow, may not be so yesterday; but as I was saying, we were all down to the beach handsomely dressed, in our bathing suits, ready to take a swim in salt water. Readers did you ever experience the pleasure, and glorious effects of the salt water baths? you may possibly have done so, in a limited way, as a common conductor, that is, if you had the luck to be born, and brought up within five miles of a bathing station, but you have never felt or imagined the delight I experienced on my first venture, as a general manager stepping out into the listless, foamy, salty waves, I tripped along the beautiful beach at Old Orchard, where I took my first sea-bathing experience as a general manager. We remained there some two weeks, and my happiness would now be complete, had the porter not rapped on my door this morning, and when I awoke, I found it was only a dream, and I had never been promoted.

RAILROADS.

The Pennsylvania Railroad Company will soon increase its rolling stock with 1500 additional box cars.

* * *

Mr. C. W. Case has been appointed Gen. Superintendent of the Manitoba Railway lines with headquarters at St. Paul.

* * *

The last spike has been driven on the Mexican National Railway, and the road will soon be open through to the city of Mexico.

* * *

On the 1st of November all the railways operating lines within the state of New York, will be compelled by law to heat their cars by steam.

* * *

Mr. George B. Blanchard, Chairman of the Central Traffic Association, sailed from New York October 6th, for a vacation and rest abroad.

* * *

The general time convention will be held at the Hoffman House, 25th St. and Broadway New York City, Wednesday, Oct. 10th, at 11 o'clock A. M.

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The Chicago and Alton R'y are on the lookout for a party of roughs, who are in the habit of stoning their trains while entering Chicago.

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President Tyler, of the Grand Trunk Railway of Canada, has spent considerable time of late in this country, taking notes of the railway service of this country.

* * *

The Chicago Kansas City and Nebraska has been rapidly pushing forward its Colorado extension and within about two weeks will open 140 miles of new track.

* * *

The Fall River line has withdrawn the steamer Providence; the Pilgrim and Bristol continue their service, leaving their pier in New York, each day, Sunday included.

* * *

There is a rumor that the Gould interests have bought a control in the Cotton Belt route, the old Texas and St. Louis narrow gauge. It, however, as yet, lacks confirmation.

Mr. John S. Wilson who has for a long time been connected with the Penn. Railway company in various departments, has tendered his resignation to take effect October 15th.

Reports advise us that the Chicago, Rock Island and Pacific Railway Company have declared a dividend of six per cent, notwithstanding the unfavorable state of affairs on its line,

The Special Board of Nebraska report that the actual cost of all the railways in Nebraska is \$166,199,074.00, and their aggregate net earnings for the last year were \$7,467,936.00, about 4 per cent on the capital invested.

The Northern Pacific railroad are projecting a new line, which will shorten the distance between Spokane Falls, Washington Ter., and Ellensburg, which will shorten the distance between St. Paul and Portland nearly one hundred miles.

The noted steamship, Great Eastern, the largest vessel ever built, has been beached at Mercy to be broken up for old iron. The Great Eastern was first named the Leviathan, and cost when complete, \$3,200,000. Within a year she has been sold at auction for \$100,000.00.

The Alabama and Midland R'y Co., has purchased the Northwest and Florida narrow gauge, and purpose to extend it as far as Patsburg, something like 45 miles and make it a standard gauge and it will then be used as part of the line between Montgomery and Bainbridge

The prospects of a federation including all the branches of railway service, were not very good at any time and are constantly growing less. The aristocrats made too many galling remarks about the plebians last year to expect to find them very affectionate and devoted.—*Railway Register*.

A man by the name of William Orcutt who has attempted to wreck a train on the Chicago and Rock Island near Iowa City, has been tried and sentenced by the court, and the sentence is that he shall be confined for ten years in the penitentiary. He pled guilty.

C. D. Wood, a conductor on the Mexican Central, who was arrested and imprisoned at Viesca, Mexico, in April last on the charge of murder, has been released. Wood was conductor of a freight train

from which a woman jumped and was killed. This is the way they do it in Mexico.

A great deal of furor was caused on the line of the C., B. & Q. a short time since, by the sudden appearance of a circular, which the enemies of that company distributed, as to the reduction of the salaries of employes. A careful investigation has developed the fact that such, in any sense, was not the case.

A snow plow has been patented by Mr. Thomas Y. Woolford, of Augusta, West Virginia, this invention covers an improvement in this class of plows, having a revolving wheel in front, with peripheral cutters or scrapers that dig in the snow and remove it to either side, being mounted on a truck or car propelled by a locomotive.

The election of the officers of the Switchmens' Mutual Aid and Benefit Association at Columbus, Ohio, resulted in the election of Frank Sweeney, of Minneapolis, Minn., Grand Master; John Downey, of Chicago, Vice Grand Master; George S. Bailey, Grand Organizer and Instructor; John W. Callahan, Town of Lake, Ill., Chairman of the Board of Directors.

It seems that after all that has been said pro and con and printed throughout the country that a trial, Mr. Henry S. Ives and Mr. Geo. H. Stayner on the charge of embezzlement, came on in Cincinnati, September 25th, and the jury was directed by the court to return a verdict of not guilty, the prosecution having failed to sustain their case of embezzlement against them.

It is currently reported in some circles that the Order of Railway Conductors had entered a political organization for railway employes in the state of Illinois, for the purpose of securing certain arrangements which they extendedly set forth in a circular with which we have been furnished a copy. The Order of Railway Conductors is in no sense a political organization and will not be represented in such political organization.

We learn from one of our eastern exchanges that the Erie railway company receives and sends out from its station at Jersey City, 228 trains per day; at the Grand Central Station in New York City, 216 are received and sent out each day, while the Penn. R. R. from their station in Jersey City handle 204 trains each day. During the year which ended May first,

1888, 40,188,000 people were carried by the railway lines centering in the city of New York.

* * *

The promotion of General Manager F. Oakes, from the General Managership of the Northern Pacific Railway Company, is indeed a deserving promotion. Mr. Oakes is a man only about 45 years of age, and for the last 15 years has held prominent positions in the railway service, having entered that service at the age of twenty years; he is a graduate from the Kansas Pacific R'y, but has been with the Northern Pacific for a number of years.

* * *

Mr. J. E. Ingram, President of the South Florida railway, writes from Sanford, Fla., under date of the 28th, that the officers have been informed that a person signing himself Walter Taylor, city passenger agent, South Florida R'y., is soliciting passes on account of this company; and begs to state that no such person is or has been in the employ of this company, and requests that no courtesies of any kind be granted persons, unless they have papers signed by the proper officials of the Co.

* * *

The following circular has been received: The resignation of Mr. W. E. Gray having been accepted, Mr. Meade Stilwell has been appointed Division Superintendent of the Kansas City Section and Lexington Branch, the Jefferson City, Booneville and Lexington and Sedalia, Warsaw and Southern Divisions, and his orders will be obeyed and respected accordingly. The circular is issued by Mr. H. G. Clark, Superintendent of the Mo. Pacific R'y, located at Sedalia, Mo.

* * *

One of our exchanges states that a maniac on a New York, Lake Erie and Western Passenger train, near Harrisburg, Pa., caused great consternation among the passengers by drawing a knife and threatening to carve them to pieces. This is news to us; we were not advised before that the N. Y., L. E. & W. reached Harrisburg, Pa. We believe that the nearest it gets to Harrisburg is something like a hundred miles north of there. The writer evidently meant the Philadelphia and Reading R. R.

* * *

The Wisconsin Central R'y has equipped its suburban trains with the finest class of cars running out of the city of Chicago; they are clean and neat and the new system of lighting which has been inaugurated there is the finest we have ever seen. This new departure in suburban travel will be appreciated for there are thousands of business men in and about Chicago who spend at least half an hour a day going and coming from their business, and it is about the only time they have to scan the daily

papers, and we have no doubt this company will reap the deserved reward for its advanced position.

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The annual election of officers at Atlanta, Ga., of the Brotherhood of Locomotive Firemen, F. M. Sargeant, was chosen Grand Master, Mr. J. J. Hanahan, Vice Grand Master; E. V. Debbs, Grand Secretary and Treasurer Executive Boaad; Harry Walton, of Philadelphia, W. F. Hines, of Denver, Sidney Vaughn, of Toronto, J. J. Lahey, of Philadelphia, C. J. Singleton, Mattoon, Ill., C. C. Sutherland, Creston, Ia., F. H. McDonald, St. Joseph, Mo., C. A. Wilson, Phillipsburg, N. J. Their next meeting will held in San Francisco, Cal., on the second Monday in September, 1890.

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We regret to be compelled to announce the retirement of Mr. Robert Harris from the executive department of the Northern Pacific railroad. For the last 38 years he has been a conspicuous figure in railway employment, having passed up the scale of promotion from constructing engineer to superintendent, General Superintendent, General Manager to that of Presidency of one of the largest lines in the country. Mr. Harris was with the Chicago, Burlington and Quincy R'y for fifteen years and from thence he went to the New York, Lake Erie and Western, leaving there to accept the presidency of the first named company.

**

A large number of railway companies in the south have suffered a great deal on account of the yellow fever which has been raging in Jacksonville, and other southern cities, during the last month. Among those that have been sufferers are the Savannah, Southern and Western, the Florida Railway and Navigation Co., the Jacksonville, Tampa and Key West, the Louisville and Nashville, the Cincinnati, New Orleans and Texas Pacific, the East Tenn., Virginia and Ga., the Illinois Central the Texas and Pacific, the Mobile and Ohio, the Louisville, New Orleans and Texas, many others diverging from that section.

**

On the occasion of the Iowa State Fair, the Chicago, Rock Island and Pacific was crowded with business to its utmost capacity. The number of people handled between the state fair depot and the city was over 120,000. The record of the Rock Island is certainly a very fine one as in the last ten years the state fair has been held annually at Des Moines, and they have handled over 1,250,000 passengers without accident. Superintendent John Given who has charge of this arrangement is certainly to be congratulated, as are also the employes who performed this service, in the manner in which it has been done

Poor's manual of Railways for 1888, as given in the Boston Herald shows a rapid increase in the use of steel rails in the railways. In 1880 the total milage of all tracks was 115647 miles, of which 33680 miles or 29.1, per cent of the total was laid with steel rails; in 1881 the total of steel rails increased to a percentage of 37.5; in 1882 to 47.3; in 1883 to 53.7; in 1884 to 57.6 per cent; in 1885 to 61 per cent; in 1886 to 62.7 per cent in 1887 to 67.1 per cent; at which time there were 189347 miles in operation of which 128959 miles were laid with steel rails. At the present rate of increase, within the next ten years there will be but little if any iron rails in use upon the railway lines in this country.

* * *

The August statement of the C., B. & Q. has just been made public as follows: August, 1888, gross earnings, \$2,273,702.00; expenses, \$1,591,813.00 and for the eight months the gross earnings are \$14,113,168.00, while the expenses have been \$11,784,542.00; net earnings, \$2,328,926.00 as against \$7,922,857.00. The report of the eight months as compared with the parallel and trunk lines, whose traffic must have been stimulated somewhat on account of the strike on the C., B. & Q., will show that the loss to the C., B. & Q. R. R. proportionately, figured upon the same basis with the other lines, as being about \$3,000,000.00. There are strong indications however, that the net earnings of the year 1888 will be in excess of those of the year 1887, while the operating expenses of the line during the same year will undoubtedly be increased over that of 1887.

* * *

Scribner's Magazine is publishing a series of articles describing the building and management of railroads, by eminent authorities, superbly illustrated by famous artists. Here are questions and answers gleaned from the same:

How many miles of railway in the United States? One hundred and fifty thousand; about half the milage of the world.

How much have they cost? Nine billion dollars.

How many people are employed by them? More than 1,000,000.

What is the fastest time made by a train? Ninety-two miles in ninety-three minutes; one mile being made in forty-six seconds, on the Philadelphia and Reading railroad.

What is the cost of a high-class eight-wheel passenger locomotive? About \$8,500.

What is the highest railroad bridge in the United States? Kinzua Viaduct, on the Erie road, 305 feet high.

LADIES.

THREE PASSENGERS.

He was a man of probably thirty-five years of age, with sun-browned face and unkempt hair, which may not have seen the comb or brush for many a day; his clothes had never been cut or made by any tailor whose merits for perfect fitting had brought him a lucrative trade, and a successful business. His boots were coarse and not of the most perfect fit. And as he sat alone in the seat at the rear of the coach, one would have scarcely picked this, apparently lonely, traveller out, among the occupants of the crowded coach as being of much account in this busy world, where fine clothing and personal appearance are so apt to pass for true worth and merit. Scarcely one of the passengers had noticed him, save a bevy of young girls who had passed a few moments of their time in commenting, as only young and so thoughtless girls are apt to do, on the wretched make up of this unknown traveller.

The stop had just been made at a little station and on looking up he casually observed a lady who had just entered the car with a little babe in her arms, whose tiny hands and sunken cheeks too plainly told the story of its tears and sufferings, and on looking around as is so often the case, no vacant seat could be seen, and not one of the valiant gentlemen saw fit to give her one. And the thoughtless and light hearted girls who had seen fit to make sport of the roughly clad stranger gave scarcely a thought of the poor woman, seemingly friendless and alone "My good woman, your babe seems so sickly and poor, and you are all tired out, you are welcome to my seat, for I am well and able to stand up." And not content with offering his sympathy and aid he placed his strong arms around her shoulders and helped her to the vacant seat. Who could this offer have come from? Certainly not the one who seemingly had been the despised of all that crowded car. Yet, nevertheless, such was the fact. None of the occupants paid the least attention to her wants or or wishes, as it was but one of the many incidents of like nature which occur almost daily on our crowded thoroughfares, and pass by unnoticed and unwritten. But the story is not half told, either in words or kindness; long and weary the moments passed by to that faith-

ful mother as she tried so hard to quiet the moaning and sobbing of the poor sickly child; but kisses and kindness cannot always ease the pains, and again the heart of the stranger went out in its kindness, as reaching out his great strong arms he said, "I will take your little baby and you can lay down in the seat and rest, if but for a few moments," and he paced up and down the aisle, regardless of the thoughts or opinions of the rich and tastily appareled passengers who were too much engrossed in their own comfort and happiness to do what the man of rough and uncouth manner had deemed only a pleasure, and a duty to perform.

So, in the journey of life, whether in the busy, crowded, bustling street, or the railway thoroughfare, we often find the kind and sympathizing stranger, whose heart goes out to alleviate the trials and sorrows of the poor unfortunate, not dressed in the garb of the polished and high toned gentlemen, with no badge of honor, but nature's richest gift, the nobleness of perfect manhood, a crown that excels the brightest scepters which earth or its subjects can ever bestow.

Now and then we have the pleasure of seeing an instance of this kind, which softens the rough and stony pathway of many a conductor's life and experiences and I think there are but few, even to-day, who have not met in their routine of daily work, something which may recall so often, the plain and simple, yet truthful, story of "The Three Passengers."

A HOUSEKEEPER'S TABLE AT FAIRS.

We had the "Housekeeper's Table." All sorts of useful things made by the needle, and we girls made them. Our tables were real kitchen tables from our homes, and they had oil-cloth, and red table covers on them. Then because our corner was rather dark, and we wanted to catch everybody's attention, we bought a great lot of cheap tins and hung them against the wall. Our mothers lent us some real good ones, and would you believe Mr. Agnew sold them all at the auction the last night! Everybody had to buy their own if they wanted them back, but the funny part was that the people bought one anothers!

"Who owns this colander?" he would ask, and when mother said she did, there was the greatest bidding for the "minister's colander," and and as for Miss Bridges' cake-cutter that was sold four times to four different young gentlemen. But about the tables:—

We all dressed in print frocks, and white aprons tied around our waists, and wore colored caps, and four of us were always on duty, and with the tins and bright dusters and things festooned around it was the prettiest booth in the room; everybody, men and all, bought of us.

We had all sorts of things needed by housekeepers, but the thing that sold right off, and for which we took ever so many orders, was "The After-Dinner Set." It wasn't dishes, but towels! Six tea-towels, of them two for glass, two dish-cloths, a mop, and an iron-chain concern to clean out pots and pans. "The Kitchen Set" sold almost as well, but it was larger, for it contained all the things I have mentioned, and also two scrub cloths; one for the paint and one for the floors; and a duster and an iron-holder, and two roller towels, as well as a holder for the stove. Five of these sets were bought for wedding presents. The dusters sold like magic. They were made of pretty cheese cloth, and it was fashionable at the fair for young men to tie them around their necks, and the girls wore them on their heads like Mary, Queen of Scots' caps.

But we had lovely sweeping caps too, and kitchen aprons, and sewing aprons, and shoe bags, and bags for clothes-pins, and ironing-cloths, and waste paper, and for soiled clothes, and rag bags, and net ones for cauliflower and squash and pudding bags, but these wern't net, of course, and bags, and bags, and bags. You never saw so many! Mother said that everyone would make fun of us, so we had best get ahead and have some of our own—some jokes, I mean—and that was the reason we put over the table:

"DIRECT FROM ST. IVES."

And under that:

"EVERY WIFE HAD SEVEN BAGS."

And so it happened that the gentlemen would say, "Martha," or whatever was his wife's name, "have you brought seven bags?" and if she hadn't, he'd buy them for her. Why, after awhile we had to make up button bags so as to have some cheap ones. And then we put up a "money bag" for contributions of pennies for the window; it was pretty heavy before the fair was over.

We had lots of other things, roller towels and pillow slips, and one pair of lovely shams sent to us by Mrs. Kate Pritchard, the wife of Dr. Pritchard's son who lives in Chicago. We had pockets to fasten on closet doors, for shoes, and odds and ends, and string bags with a ball of twine in them, and a dear little pair of scissors tied on, and bags for loose string too. And ever so many things were marked with red cotton outline stitch. All the bread-cloths were, I know, and some of the ice cloths.

Did I say that through the summer we had gathered lavender, and rose-leaves, and French clover, and hops, and even life everlasting (which is horrid and smells like a drug store), and we made them up into bags

and pillows? They were awfully pretty, too. The lavender was in lavender-colored cheese cloth, and the rose-leaves in red, and life everlasting in yellow, and some of them were little and some big enough to fit a bureau drawer.—*Louise Stockton, in Oct. WIDE AWAKE.*

READY TO HELP THE COMPANY.

"I was the attorney for the——Railroad 20 years ago," said a Detroit lawyer, "and one day went out to settle a loss with a woman. She and her husband had been struck at a crossing, and while she was badly hurt, he was killed outright, and the horses and buggy were smashed to pieces. They had the dead wood on us for \$15,000, as the engineer did not signal the crossing. I went out to make an offer of about \$12,000. The widow was not able to sit up, and I stopped at a store in the village and bought some oranges and lemons and took them up. When we finally got around to the matter of damages she said:

"Yes, it is a sad thing, and the railroad was to blame, but I don't want to be mean about it. I suppose the president and all of them are worried most to death, and I suppose I could stop all the cars from running but I want to be just. You bringing up that fruit proves how kind hearted you all are, and if you think you could afford to give a thousand dollars I'll sign off."

"I made her accept \$5,000, and took her the money myself. When she received it she asked:

"Won't the road be crippled?"

"Oh, no."

"Cars run just the same?"

"Yes."

"And none of your folks are mad at me?"

"No."

"Well, then, I'll take it, but if the road should get hard up and want to borrow, it'll find me ready to lend."—*Detroit Free Press.*

THE PURPLE ASTER.

Like the cloud that bodes disaster
Is the sad-faced purple aster;
"Winter comes," she cries, "be ready,
Meet the Tempest, calm and steady;
He is coming, fast and faster,"
Says the lovely, sad-faced aster.

—*Kate Upson Clark, in Oct. WIDE AWAKE.*

AMERICAN WIVES.

I have been married for more than twenty years, and can truly say that it has been the happiest part of my life. My husband, like many other Americans does not outgrow the little thoughtful attentions that he paid me before our marriage. There are so many little things which go a long way in making a woman's life happy; they cost nothing, and yet they make such a difference. For example, the morning and evening kiss; the word of praise, of sympathy, or of appreciation; the tap at the chamber door before entering: the helping hand in getting in or out of carriage, omnibus or train—these things are accepted as a matter of course by thousands of American wives; and it is only when they go abroad that they are struck with the contrast, especially on the Continent, where they hear on all sides, "How the Americans do spoil their wives!"—*Boston Gazette*.

NO MORE BUSTLES.

The fiat of fashion has gone forth that bustles shall be banished from the toilets of the fair sex, at which the unfair sex profess to be rejoicing merrily. "There will be more room in the street cars," says one." "We shall see graceful draperies," adds another, while a third delicately phrases his idea of clinging skirts and graceful outlines. The initiated smile with derisive pity, remembering that the unfair sex knows nothing of reeds. Only two small reeds which will be worn in every feminine skirt. The poor little bustle took up very little room in the street cars. It was the reeds that usurped space. The bustle fitted snugly to the small of the back, incommoding no one but the wearer; the reeds spring out in sitting down, and in walking were shaken by the wind. But what will become of all the bustle manufactories? There was a great number of them, and if this change in the fashion prevails, their occupation will be gone. It serves them right, too, because they were all conducted by men, and it is the men who have always howled about bustles. The story runs that a certain Parisian leader of fashion owed a bill for bustles which she was not prepared to pay. The bustle man sued her, and out of revenge she discarded bustles, and introduced the adjustable reed. Hence a very large industry received a serious blow. It seems hard upon all the work people who made all the wire for the bustles, and the greater number who constructed the articles, and the young women employed to sell them, to say nothing of those who have bought a collection of bustles and don't know how to get rid of them.—*Taggart's Time's*.

LATEST DESIGNS IN JEWELRY.

Bar lace pins of gold decorated with floral sprays in enamel are worn considerably.

A coiled serpent on a twist work bracelet, while not new is an ever-popular pattern.

Rings of silver in an "iron" finish, a rusty black oxidizing resembling old iron, are popular.

A tiger lily in brightly colored enamel makes most artistic single prong hair pin top.

An irregular pearl surrounded by a circle of brilliant diamonds makes an attractive scarfpin.

A handsome bracelet, now very popular, is a loose braid of three-strand gold cable, in Roman color finish.

A finely chased flat band gold bracelet recently seen had upon it a cluster of tiny dishes with diamond centres.

A long rapier, with the hilt hardly much thicker than the blade, but well jeweled, is a neat design in scarf pins.

A triple finger ring, composed of three separate circles of twisted gold, each of a different color, is a novelty in its line.

A black five-leaved clover, with a brilliant diamond dewdrop centre, makes a brooch much admired by ladies in mourning.

A hideous sea spider in oxidized silver makes a brooch which will not be much admired by ladies of nervous temperament.

An artistic scarf-pin represents an ace of clubs of pearls. In the centre is a small diamond, and in the stem of the trefoil is set a ruby.

A pair of crossed dumbbells, the ends jeweled with a pearl, a sapphire, a ruby and a diamond respectively, is a tasteful pattern for an athlete's scarf-pin.

A novelty in ring designs is a plain shank, separating at the top to support two four-stone clusters, in which appear diamonds, pearls, rubies and sapphires.

Plain oval band bracelets of gold, with interiors plain and exteriors in satin finish and further embellished with a spray of for-get-me-nots inlaid in enamel, are both tasteful and chaste.

A curious brooch is a slightly concave circle; the ground is black and sprinkled with stars, a tiny balloon in white enamels is seen on one side.

The matrix of an opal which is known as opaline, makes an interesting pendant. The piece is left in its irregular state, and on one face a man's head with black beard is carved. The stone is closely set with diamonds.

A dainty thing in queen chain pendants is a tiny jar-shaped flask of gold. One side is finely chased, and on the others, on a satin finished ground, are inlaid three purple pansies in natural colored enamels. The flask may be filled with sal volatile.

A handsome bracelet recently seen consisted of two rows of overlapping diamond-shaped pieces of nugget finished gold. The corners of the lozenges were slightly rounded, and a ruby, a diamond and an emerald were set on the bracelet's upper side.

Varicolored or "opalized" gold, as it is termed, is now being produced in numerous attractive designs. A pair of cuff buttons recently seen had a spray of enameled flowers in the centre on a dull gold back ground, while the rest of the buttons' surface was opalized and shimmered in rays of red, yellow, green, gold and black.—*Taggart's Times*.

WHEN THE TWILIGHT COMES.

SEVEN SCENES WHICH TELL OF THE LIFE OF A WOMAN FROM THE CRADLE TO THE GRAVE.

A wee mother is carefully putting her favorite doll to bed. With tender solicitude she removes each dainty garment and fastens on the dainty nightgown. Then with a fond kiss, she hugs her treasure to her and places it in its little cradle. After patting it for a moment gently, she tiptoes out of the room as the twilight peeps curiously into it.

A fair maiden stands before her looking glass adding the last touches to her evening toilet. Her lover will soon be here. Her eyes are full of innocent lovelight. She looks eagerly at her reflection in the glass. How glad she is that she is pretty! She frowns a little at a crimp that will not stay just as it should. A ring comes at the door, and she hastens away in the gathering twilight to meet her beloved.

A young wife sits anxiously watching for her husband. At each approaching footstep her heart beats rapturously and then grows heavy with disappointment. She will not go indoors, it is so sweet out there. The creeping shadows cheer her trembling soul—so she waits and wishes and the shadows lengthen into darkened night.

A mother is rocking her baby to sleep. He looks at her gravely while they move to and fro, as if asking why the bright sunshine must leave and the ugly shadows hide her dear face from him. There is a wealth of wisdom in his great sweet eyes. He holds tightly to her dress as if to keep her near him.

When at last his eyes are closed, she disengages the loving hand, kisses him lightly—he must not be awakened—and arises to put him into his crib. Then she sinks back into her chair and begins to rock

him again. It is so pleasant to rest in the twilight and he is so sweet to nurse.

A woman kneels by a fresh-made grave. The headboard stares coldly at her and seems to say over and over again the words inscribed upon it: "He was her only child and she was a widow."

With tear laden eyes she bends lower and lower, till her lips rest upon the earth. She longs to kiss the quiet, form, it is hiding from her! And the twilight seems to hurry past her and gladly lose itself in the darkness.

A care-worn old woman sits watching the shadows come—they are friends to her—friends that she welcomes—for they always sing the same song to her, "One day nearer home." And so life—woman's life—goes on in the twilight till rest comes to her weary body and joy to her waiting heart—till her spirit reaches its home, where never a shadow can fall upon it.

BROOKFIELD, MO, Sept. 20, 1888.

J. J. Reavell, F. H. Ustick and J. W. Wayland, Committee of the O. R. C., Brookfield Division, and others.

Gentlemen:—Remembering as I do, the constant and unwearied kindness of your noble fraternity, of which my late husband was an honored member, during those dark days of suspense while he was slowly succumbing to the great Destroyer, and your faithful attendance beside his sick bed, anticipating every want, and ministering to the helpless one to the last, and who then tenderly bore him to rest, and wreathed his grave with choicest flowers. I cannot refrain from some expression, poor though it may be, of the great sense of gratitude which I am under to all the members of the O. R. C., who in any way aided us in this great trial. While life shall last, I shall remember with tenderest emotions the unselfish devotion shown by the brothers of Division No. 194, and also of other divisions, for my husband in his illness, and for his family when the loved one had been taken from them. And as evidence of your earnest, and practical solicitude, I have to acknowledge the prompt payment of \$2,500, the full amount of the benefit, your order leaves to its insured members.

Nor do I forget the kindness of other friends and neighbors whose sympathy and assistance in this great trial were shown in so many ways. To one and all I wish to express my deepest gratitude. The remembrance of your kindness will ever be cherished by me, while life lasts and memory endures. The God of the widow and fatherless will surely reward you all.

Most sincerely with gratitude,

MARY E. TAYLOR.

EVERY ONE'S DUTY.

In our daily life we find so often some little incident transpiring, some word or sentence, either cordially or carefully uttered, which gives one a proper text for a discourse, a sermon, or at least a subject for a few lines of true, deep meaning, which may well apply itself to the situation in which so many thoughtless conductors find themselves placed, at this time, that one oftentimes in his zeal to say something which he may be bold enough to assure himself, is worthy of deep and honest consideration by others, may wound some brother's feelings unintentionally. Still after pursuing the same and being obliged to admit the truth of the presentation, or arguments used they simply console themselves with the happy thought that although the words are true, and the advice given worthy of the greatest consideration, still, "it was not meant for me, but was designed to apply exclusively to my brother who lives over the way." Now, for a moment, will every one please throw this idea to the winds, and adopt the only logical and consistent theory, which either theoretically or practically stands the test, and is the only true plan to adopt and follow, that every word spoken, every argument offered, every principle, indeed, which is set forth by any brother of the organization, which conforms to and promulgates the principles as set forth in the Preamble, Constitution, By-laws and Ritual of the Order of Railway Conductors, are pertinent to, and meant for the benefit and good of you, personally, first, for no one else; and if on a careful perusal of the same you find such arguments or meaning are true beyond dispute, and you make a studied and accurate analysis of yourself, and then in honesty and candor pronounce yourself perfect as man can be, in this respect, there is then time enough and then is the only proper time, to express the sentiments or endeavor to correct your neighbor. Application comes first; but be sure you apply it to self, instead of the 12,000 others, who may read it in the MONTHLY, or have it told to them by one who may be a subscriber.

The wife of a respected member of my own division said to me only a few days ago, "Do you attend the meetings of your division?" I answered, "I do at all times when business does not call me away from home." Again she asked, "Are you a member of the insurance department of your order?" I answered I was; the last (but evidently the most essential question to her) was this: "Are there no ties or requirements in your constitution which necessitates its members to take out a policy in your insurance when he becomes a member?" I replied with deep sorrow for her there was none; with a look of regret, of heartfelt sor-

row and grief, she said once again, "Do you often see my husband at your meetings?" I was glad to be able to answer and answer truly, "I do." Placing her hand carefully on the head of a bright, flaxen-haired loved one, some four or five years of age, and playing with the golden ringlets, the wavy tresses falling around its neck with the love that stands supreme on earth, "A mother's love" with that freedom so evident, yet modest, that none ever assumed, but a true woman, she asked, "Will you grant me one favor?" I replied that not knowing what the request might be, I felt a little diffident in giving a decisive answer, but for the respect and friendship I bore her husband and the feelings I always honored, of granting any boon, or blessing to one whom I knew, and the world acknowledged was a lady, I would give my assent. What do you suppose or imagine was the request which she asked? As pressing her loved one a little closer to her breast, and as the rays of the setting sun dared peep in to make the picture a little more sad, yet withal, the painting in real life far more beautiful, she said, "When you next see him, (calling her husband by name) in your division room, promise me that you will never let him leave there untill he has taken out an insurance policy for \$2500.00." Then pausing a moment she looked again at the fairhaired picture, who had gone to sleep in her arms, as the beautiful rays of the orb of day seemed kissing the child's fair face, then said, have it made out to my darling baby; he does not carry one penny of insurance." "Have it made out to my darling baby." No thought of the cold cheerless days and nights which come and go to her, should he, by the hand of disease, or instant death, be taken away; no thought (just then) of the absence of his love and protection, which would be gone forever, (in this life) nought, only the love she bore her first born had been entered in the modest plea. Yot still the honest duty I must perform; if sorrow came to her she could toil and work, yea, deprive herself of life's necessities, and only one prayer, only one request, and that too, perhaps, (of a friend who might be unworthy) not for me, Oh no, not for me, but something for my darling child.

Perhaps, kind reader, you may hide your ommissions behind the reflections of your own thoughts and console your own misgivings under the customary and how oft repeated excuse, this picture is over drawn, that the writer however honest he may be, has levied on his imagination, and traced on the canvass the lines of a living reality which has never been realized, and even which are not true. Even so, they are not true for this is only one picture out of thousands that are alas too true; it is only one of one brother's experience, even he with all his faults and insignificance could paint more, and he who felt ready and will-

ing to do his duty (to those who always do their duty to him) would believe it true, and one who neglects to perform his first duty, he owes to his family, to himself and to his God, blinds his senses, loses his reason, tramples on life's first duty, and contents himself with the usual and oft repeated answer, "The picture is overdrawn." Ah, is that true also? If so we will paint one more; for there is still a little piece of canvass left, the brush is not all worn away, the easel still stands in the vacant corner, the tiny cups still hold a few more drops of the colors we have been using; the hand is not palsied, and the imagination is keen and vivid yet. So we will draw the outlines once again, where the father is brought home, mangled almost beyond recognition, or by the hand of disease, falls captive to the King of Terrors, and the brothers of his division side by side with the friends of years long passed away, walk carefully, tearfully beside the coffin that contains all that is left, of as fond and dear a father and husband as you have ever been; with trembling hand you lower the little box in the grave and in a still more trembling voice some one offers a few words which the one who is sleeping below can never hear, and you turn away go back to the home of her, and find what? Not a penny on earth; not a hope, a sunbeam, or even a flower of real life, to cheer the pathway that winds up the hill, that leads to the end of life. And in filling out this picture, also giving it the finishing touches, will some brother who is not insured, tell, me what to paint? If not I must finish it alone; and in small yet legible letters, write this sequel of duties unperformed on earth. Shall I do so my brother? I will not, but rather impatiently wait, until your answer comes again, and you tell me from away down in the depths of your heart, and even then, should you be at a loss to answer, ask the best friend you have on earth, "Are these pictures overdrawn?"

SLANG.

I will claim your attention for only a few moments, and to begin with, will ask the question, why do railroad men interlard their speech, so freely with slang? They have just as strong intellects as any other class of men, but among no other class do you find as plentiful a use of slang phrases and words. When any of you write for the CONDUCTORS' MONTHLY, just imagine you are walking into some lady's parlor, and leave the road, or rather, its slang, behind and then none of us will be obliged to put away the MONTHLY so that the children cannot read it.

MRS. FELT.

AUTUMN.

A Conductor's wife enrobed in plain, but neat attire,
The corners of her apron gathered, perchance a trifle higher
Hastily raising the window, exulting in fiendish glee,
With a wave of the calico apron, exclaims, "Shoo fly don't bother me."

And at last the little animal, who nips you in the dark,
The little quiet household treasure, who always, leave their mark;
Have ruthlessly been driven, to the air, so light and free,
The careful, kind injunction given, "Shoo fly don't bother me."

Then the patient wife returning, to other duties, said,
I will run the sweeper across the floor, and carefully make the bed,
Ever faithful to every trust. The housework fitly done,
Supposing that she may rest; the victory easily won.

But on passing through the parlor, singing a light refrain,
She observed, a living monster, sliding down the window pane,
Then seizing the old fire poker, as mad, as mad could be,
With one fell swoop, she dropped him, saying, now see if you'll bother me.

E. H. B.

A CASE OF INSOMNIA.

I cannot get my doll to sleep,
Oh, dear, oh, dear!
To-morrow she will be so cross,
I fear, I fear.

For dollies, if they keep awake,
You know, will get
All out of tune as children do,
And cry and fret.

If I could see the doctor-man
Perhaps he'd fix
A sleeping dose for wakeful dolls—
You know they mix

Sleep in a bottle; how it's done
Nobody knows,
Nor where the doctor gets the sleep—
He does, I s'pose!
—Mrs. M. F. Butts, in *Oct.* WIDE AWAKE-

HOW HE GROWS.

Ah, he grows, the little lad,
Like a weed!
Not because a weed is bad—
No, indeed;
But because it has a gay,
Thriving, jolly sort of way
Of plainly showing how 'tis growing
In a day.

Leaf and stalk, and sturdy root
Make such speed;
So does he from head to foot—
Like the weed.
Tall and strong till he outgrows
High-chair, crib and all his clothes.
When he's going to stop growing
No one knows!
—Clara Doty Bates, in *Oct.* WIDE AWAKE-

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

C. S. WHEATON *Editor*

LAWRENCE, KANSAS, September 27, 1888.

EDITOR MONTHLY:—I have been a reader of the MONTHLY several years—one of the oldest O. R. C., insured in its infancy, being 419. Being so situated have seen many good results from insurance. Families would have been left almost destitute if it had not been for the insurance left, and many I know let it drop for want of keeping up assessments. What a consolation to think when accident or death befalls a brother they have made some provision for their family? Besides it is the cheapest I know of for the liberal provisions made of any company in existence. I was a charter member of Banana No. 65, but now a member of 179, Topeka, Kansas. As next year the O. R. G. has their next meeting in Denver, would say for the benefit of those who attend, or may hereafter visit Colorado for pleasure or sight-seeing, would give some of my experience and say do not fail to go round the circle of D. R. G. as it is called, 1000 miles through the mountains. Also take a daylight trip over the C. C. to Silver Plume and see the Loop, a masterly piece of engineering, where the road crosses itself one hundred feet above in the short space of a mile. This alone is worth a trip if nothing else. But this is only a homeopathic dose of what remains to be seen in Colorado. Next I would take the Leadville mail, leaving Denver at 7:30 A. M., having a daylight trip to Leadville, and running by Castle Rock, Palmer Lake, Phoebe Arch, Monument Park, Pike's Peak, Colorado Springs, Manitou Springs, Garden of the Gods and Cheyenne Mountain. One of the most beautiful is Cheyenne Canon and Seven Falls. On this mountain is a wonderful place of resort for tourists and sight-seers.

Here is where Helen Hunt Jackson, the authoress and poet, rests from her labors. (More interesting to me on account of being an intimate friend of Mr. Jackson in Pennsylvania twenty years ago). She desired no funeral procession to follow her to the grave or monument to mark the place where the once remarkable woman now sleeps the sleep that knows no waking. Here is where she used to write and meditate amongst a little clump of pines. Each visitor piles a stone upon her grave to raise a monument to her memory.

Colorado Springs is a lovely town or city of 8,000 inhabitants, wide streets lined on either side with shade trees, and streets and alleys perfectly clean. This is a town for invalids and wealth. No poor people here. When Colorado Springs was incorporated it was stipulated in the deed for each lot if ever any intoxicating liquor was sold the property would revert back to the original owner, which makes it a strictly temperance town. I suppose it is one of the healthiest and prettiest towns in the United States, at the foot of Pike's Peak, where snow can be seen the year round.

Next object of interest is Grand Canon or Royal Gorge of the Arkansas River, ten miles

long. The best view can be had from the Hanging Bridge, 400 feet long, suspended from iron arches across the entire stream. As the river fills the gorge here the rocks run up perpendicular 2,600 feet above the track. The gorge alone, a trip of ten miles, is worth the expense of the whole trip.

Next the Songre de Christo Range of mountains, a word that I am told means the blood of Christ. Here is Solida. You leave the main line here for Leadville, the highest city in the world, 10,200 altitude, a continuous scene of interest all the trip. Leadville has 20,000 inhabitants. The city is surrounded with mountains 14,375 feet high and covered with snow all the year round.

After resting over night I take the Colorado Midland for Aspen. This, I suppose, for a broad guage road is a wonderful piece of engineering. Up the mountain side four tracks all in sight, one above the other. Here is Hagerman's Tunnel on top the snowy range 12,000 feet high. This is the continental divide. Now on the western slope; down the Grand River; along a precipice 2,600 feet above the water by the Seven Castles; most wonderful sight; rising several hundred feet high, having the appearance of ancient castles.

An hour's ride and we are in Aspen, a most wonderful mining town of 6,000 population, 400 miles from Denver; elevation 8,000 feet. Here I changed to the D. R. G. Ry. and returned to Leadville via, Glenwood Springs, a famous watering place of 3,000 inhabitants. These springs possess most wonderful curative properties for rheumatism. I saw here persons afflicted for years that were carried and after a few baths went alone rejoicing. Here is also a hot vapor cave at Glenwood, easy of access, in the side of the mountain, possessing wonderful luxury for invalids. I suppose no where else to be found in the world if a natural hot vapor bath, too hot for many, good for rheumatism. Glenwood Springs, I suppose, has no equal for invalids on account of excellent climate and wonderful hot springs and their curative properties.

After leaving Glenwood Springs you enter the portals of the Grand River. For varied scenery it has no equal; strange forms and colors; the Lioness, a stone, attracts attention. In fact, all must be seen to be appreciated. No words can carry any idea of grandeur.

Stop another night in Leadville and take the Colorado Midland to Colorado Springs. A succession of curious sights all the way to Green Mountain Falls: Here is a fine summer resort. Hundreds of tents here to rent, all furnished complete for three dollars per week, which makes living very reasonable for a family.

Next is Cascade. This is at the foot of Pike's Peak. A stage road has just been completed to the summit of Pike's Peak, eighteen miles up. A round trip costs \$5.00, which no one can afford to miss if they have any curiosity whatever about them. Stop one day at Manitou. Take a drive through the Garden of the Gods and visit the Cave of the Winds. A pilot is always there. Also the Soda and Iron Springs, and quite a number of objects too numerous to mention.

Get to Colorado Springs so as to take the Durango mail at 11:50 P. M. The Mule Shoe will be the first object of interest about 7 A. M.; wonderful; 30 degrees curve; a bridge in the center up 237 feet per mile. Veta Pass of 9,400 elevation. Now down the other side, arriving at Alamosa 9 A. M. Breakfast if you wish. The best trout-fishing in Colorado.

Take the Del Norte branch for Wagon Wheel Gap. Spend a day. If you wish to continue on and to Antonita, thirty miles west, can take a branch for Santa Fe, the oldest town in the United States. The Phentou Curve, Tolle's Cage and Tunnel, Garfield's Monument, all are objects of interest which no one can afford to miss.

Arriving at Durango 8:20 P. M., stop over night. Take the Silverton branch 7:30 A. M., up the Animas Valley. Lovely places. The Animas Canon at the breaking through the range of the Rio de Los Animas Pordias. The railroad is built on a shelf as it were, cut inside of solid rock, with the stream 1,000 feet below, and the mountains thousands of feet above. Up this canon are many objects of interest—The Needles, Elk Park, Garfield Peak. No fish in this river. There is said to be too much iron or mineral in the water.

Arriving at Silverton, a lovely mining town of two or three thousand inhabitants; beautiful,

level, with water running on either side of every street. Here I saw a train of fifty burros coming off the mountain with their sacks of ore. Each one carries from two to three hundred pounds, according to size. There are two thousand of these burros kept here for packing ore. Their food is said to be old boots, tin cans and cactus.

Here we take a branch road up the mountain, 220 feet elevation, fare twenty cents per mile over this gap. Before this road was built stage fare from Silverton to Ouray, twenty-five miles, \$5.00. I was on the first car to the summit, Sheridan. Here we stage down ten miles to Ouray; fare \$3.00. We pass some of the richest mines in Colorado—Yankee Girl and Silver Bell. This is called the Uncompaghere Canon, which means hot water. From Silverton to Ouray the railroad and toll road is the individual property of Otta Mears, an old Colorado pioneer, having lived here over thirty years. This valley was reported as late as 1875 impassable for man on foot, but energy and ready cash laughs at seeming impossibilities. The scenery down this valley is simply indescribable. If God ever made any wilder freaks of nature they have never yet been discovered. From Sheridan to Ouray a stage road is cut in a ledge or face of the mountain, with a stream 2,000 feet below. This is a scene never to be forgotten. I had the pleasure, if it might so be called, of a seat with the driver of a six-horse stage down this valley. Mr. J. F. Knouse, an old experienced mountaineer having driven over these mountains for years. Talk of conductors' and engineers' experience on railroads. No where in comparison to this.

Bear Creek Falls, 375, is a curiosity. Also a snow tunnel in August. This was caused by a snowslide filling up the entire valley. Had to tunnel through the snow on the toll road. The snow is yet hundreds of feet deep in the valley. Snow falls on these mountains on an average of eight feet deep in the winter. Mr. Mears told me he had an estimate for the building of a narrow gauge railroad the last five miles down this valley or canon. It would cost one million dollars.

Arriving at Ouray 6 A. M., stayed at the Beaumont House, as fine accommodations as can be found in Colorado; \$3.00 per day. Here are hot springs and bath houses; very refreshing; often a mountain drive. Uncompaghere is the Indian name for hot water. This valley abounds with hot springs. Ice is unknown on this stream. Ouray was called for an Indian chief (always a friend of the white man), and is as good a speculation town as in Colorado; 7,700 elevation; 400 miles from Denver; population 3,000.

Leaving here we strike the main line of D. R. G. at Montrose. Now for Salt Lake. Night passing. Breakfast at Green River. Castle Gate and Castle Canon are objects of interest. Castle Gate, 500 feet high, is certainly a curiosity. Some enterprising fellow has planted a flag on the summit. We are now in the Utah Valley, side of Utah Lake River. Jordan connects this with Salt Lake. For fifty miles before reaching Salt Lake is a lovely farming valley, all irrigated from mountain streams. Great things have been accomplished since Brigham Young landed here in 1845. Now a city of 35,000 inhabitants, with a world-wide reputation up to 1871. They were virtually isolated from the world at large. The last ten years have wrought wonders. Gentiles, as they are called, have revolutionized everything. All the churches here are as fine as in any city in the states. The Mormon Temple has been thirty-five years in building, and still incomplete, costing millions of money. The Tabernacle, which seats 12,000 people, is what might be called a whispering gallery, as there is no difficulty in hearing services. No one attending is expected to leave during service. The organ is said to have cost \$100,000; 33 feet high, 33 feet wide and as deep; 800 pipes and stops. It is a magnificent instrument. No city has finer hotels nor more reasonable prices than Salt Lake. The climate cannot be excelled in the United States. Elegant private residences. No poor or needy here. All are apparently well to do. No lawlessness, drunkenness, thieves or burglars as far as I could see or hear. Never saw a policeman here, though I am told they have them. The streets are wide and lined with trees on either side, also an irrigating ditch alongside of every street; pure mountain water. I visited the Bee Hive, all the residences of Brigham's wives—Amelia's Palace, as she is called the favorite wife, also the private school for the family, there being fifty-seven children, quite a respectable

district school for the country. It is said Brigham had seventeen wives sealed for time and eternity, and a host for time only. Well, all who come here go out to bathe in Salt Lake. Lake Park is situated on the D. R. G. and Garfield Beach on the Utah & Kooda Ry. Both are lovely places, and as soon as extensively known will excel any of the eastern resorts I ever saw. The beach is the finest white sand, water clear as crystal and so strong with salt it would be impossible to sink. No one can fail to float like a duck. Bathing suits twenty-five cents a bath. Trains run every hour to the city. I would say to all conductors or their families, no trip on the civilized globe can there be so much sight-seeing as the one I have tried to describe.

Leaving Salt Lake 9:10 A. M., which will bring your return trip over the scenery missed on the out-going trip, you will arrive at Black Canon, 6 A. M. which is sixteen miles long, with observation car attached to rear of train. No words can describe this wonderful canon. Don't fail to ask about Chipita Falls and Bridal Vail.

You will soon be at Gunnison for breakfast. Fine place, and any one wishing to spend a week or a month no finer accommodations in Colorado. Hotel costing \$225,000 dollars, and the finest climate in the world.

Next, Marshall Pass, elevation 11,000 feet, altitude 211 feet grades. This is the divide between the Atlantic and Pacific Oceans. Here I was in a snow storm on the 20th of August; cold with overcoat on. Dinner at Solida. Passing Royal Gorge, which I tried to describe on my trip to Leadville, you will arrive at Denver about 9 P. M.

As this is now too long, all I have to say is if any one has patience to peruse and they ever take a trip of this kind, if they don't think as I do, the finest trip on the globe, then I will say I am a failure in description. The offices of the D. R. G. are all located in Denver. All are gentlemen of the first order. Mr. S. S. Smitt, General Manager, was connected with the U. P. for over twenty years, and always a friend of the O. R. C.

Yours in P. F.,

JAMES WHITE.

LA FAYETTE, IND., Sept. 2d, 1888.

EDITOR MONTHLY:—Having seen no communication from our Division (125) for some time, I thought I would let you know that we are still "on deck" if we don't write very often. Our boys are all very busy, and have been for some time and so of course are not in mischief. Our division is all O. K. We have several applications for membership, but on account of the members being run so hard it is impossible to get enough together meeting nights for a quorum. Our division is composed exclusively of Wabash men, as that is the only road running into Andrews, Ind. Most of them take a deep interest in the welfare of our Order. But there are some again that are "luke warm." I would suggest that these brothers would take a trip some where so that they could see what the O. R. C. is doing in other places for its members. All stay at home brothers can not have any idea hardly of the growth, prosperity and benefit of our organization. We are truly a power in the land. I have just returned from a trip to Texas and Arkansas via St. Louis and Texarkana over the S. L. I. M. & S. R'y and S. L. A. & L. R'y. I was called south on account of the death of a brother. Through the kindness of our train master, H. C. Baughton, I had passes as far as Texarkana. I will just digress here to say that I think we have the best set of officers on the "Friendly Hand" of any road in the country. They are all gentlemen in every sense of the word. I found nearly all the conductors I rode with during my trip were O. R. C. men, and was treated very nicely everywhere I went by all the brothers I met. I cannot say that I am "stuck" on the country along the "Iron Mountain" Route. It is, in my opinion, a good country to emigrate from, especially south of the Arkansas line. I did not see much of Missouri on account of it being night both ways when I rode over it. Little Rock is the only city between St. Louis and Texarkana that I was favorably impressed with. I rather like this place what little I saw of it. The balance of the country is composed of dilapidated saw-mills, board shanties, minus paint, three acre cotton fields and 10,000 acre swamps with "nigs" and "poor white trash" enough to make folks be-

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lieve it is inhabited. Texarkana is quite a city. I was surprised at the push and energy of this place; splendid brick business blocks, wide clean streets, nice private residences, street cars, gas, water works, electric lights, etc., and in fact everything that goes to make a Division 59, O. R. C. have a splendid hall of their own here. I did not have time to visit them, but what brothers of this division I met were a perfect set of gentlemen. The boys all appear happy and contented. They sympathize very much with us "snow diggers" as they call us, on account of us having to live in this cold God forsaken country, as they are pleased to term this beautiful country of ours. I did not feel the heat any worse in Texas than I do in Indiana in daytime, while their nights are much cooler and the mosquitoes, ah! my, if there is one thing more than another that Texas and Arkansas pride themselves on, it is their mosquitoes. And well they may, for they are the largest, most wicked and bloodthirsty "critters" it has been my fortune to meet. A good many of them will weigh a pound. For the truth of my statement, I can refer you to Bro. Sam Legg, of Division 59, L. & C. R'y.

A man's life in this part of the South is not very valuable it appears, as there was a man murdered in La Fayette county, Arkansas, 28 miles east of Taxarkana. I read all the evidence in the case as given before the justice of the peace, and it was nothing but a wilful murder so far as my judgment went, yet this "learned judge"—God save the mark—let the murderer out on \$300 bail. I am very thankful that I do not as yet have to live in a land where justice or injustice is dispensed this way, and but little prospect of his ever being brought to trial for his crime.

The South is a great country for military titles, but in St. Louis I came across a man that didn't have any. I think he was the only man that ever lived south of Mason and Dixon's line that served as a private in the Confederate army. His name is A. J. McKimmins. He lives in Pulaski, Tennessee, on the L. & N. R'y, 80 miles south of Nashville. He is a tip-top fellow in every respect, and a better judge of horseflesh I never met. I honestly believe that if the C. S. A. had had another private like Mc. in its army, it would not have been a "lost cause."

Now Bro. Daniels, I have no suggestions to make of any kind in regard to O. R. C. officers. I am very well satisfied with all I have seen and heard so far, and I think, in fact know, that our Order is progressing, and that it will continue to do so. So for fear of wearying you, I will close.

I remain as ever your brother in P. F.,
W. L. G.

SALIDA, COLO., Sept. 11th 1888.

EDITOR MONTHLY:—In reading Bro. J. B. W. Johnston's report of his trip, to the G. C. C., I notice he hits our division a little harder than he ought under the circumstances. We received notice that Bro. Johnston would call on us on June 24th, our secretary sent out notices to all members of the division, and all arrangements were made to have as many members present as possible, our trainmaster having consented to run trains on that day so as not to take any of the Order men out that he could possibly spare. After all this was done and several changes made of men that were not running into Salida, we received another notice that Bro. Johnston would pass through our town and give the day appointed for us to Pueblo Division, No 36, and fixed another date on which he would return and visit us. As there are but a very few of us running into Salida at present, we did not wish to ask our officers to mix the men and their runs up again, and had we done so, he did not get here for several days after the second date given us, so it would have disappointed us again. We have never had a visit from any officer of the Grand Division since our division was organized, although some of them have gone through here several times, each time giving Pueblo Division 36 the preference over us. Well, this is enough kicking for this time, we may want to do some more after a while.

Our boys are all making good time and good money, and say the baby road over Marshall Pass and through the Black Canon is good enough for them. We are having very heavy travel to and from the coast, and the freight department is rushing. The school "marms" pronounce their trip over the Oceanic Route the best of it all. Such school "marms" and such questions to answer—but never mind, we like them just the same, don't we, Bro. Moyer?

Our freight conductors over the Pass are, Bros. Gurrin, Ouriel, Perkins and Moyer, also Mr. Mosgrove, the tallest man in the state, while those in charge of our passenger trains are Bros. Cook, Carrol, Patterson, and Mr. Creamer, the handsomest man belonging to the Mormon Church. Bro. Dufer as extra passenger conductor. Bros. Perry, Rives and Brown are holding the mixed trains down on the branches. Bro. Al Moyer went east a short time ago and brought back a charming school teacher to share his home and fortune (when he gets it).

Bro. Maloney, of the west end, has taken a vacation for ten days and has gone to the mountains after bear. Account, pay stopped for that length of time. Well I am getting tired if you are not. Will try and do better next time.

Yours in P. F.

"FOUR TIMES OUT."

BURLINGTON, IA., Sept., 7th, 1888.

EDITOR MONTHLY:—There is a little matter I should like to call the attention of our brothers to, especially Bro. Butler, or any other gentleman of the legal fraternity who reads the MONTHLY. It is to the way in which some of the former brakemen and conductors of the C. B. & Q. are said to have been boycotted by the B. of L. E. We hear that there are instances where some of the former employes of our road have secured employment elsewhere, and so soon as a B. of L. E. engineer driver finds it out, he straightway demands his discharge, and in some instances the demand has been complied with. Now, I am neither a lawyer nor the son of one, but it seems to me that if a railroad can be prevented from black-listing a man, and prosecuted for preventing his securing employment, that any man, institution or organization, who presumes to persecute, ostracise and prevent a man or men from securing employment, and peaceably engaging in it, because those men exercised their judgments and civil rights, to continue to work, when some others thought it was their duty to quit work and become the craven tool of those others—that organization or *thing*, or whatever you may call it, becomes equally answerable to the law. If it is an act of intimidation for an employer to say to an employee, "Unless you do thus, I will do so and so," what is it when an employee says to an employer, "Unless you do so and so, I will do thus?" Does sauce for the goose become less saucy when administered to the gander? If our brethern in the legal profession say "go ahead," I propose that our Order goes to work and raises a fund to test by law the first case of the above mentioned kind of boycott that occurs, and push it for all there is in it; and although I have no money that I do not know what to do with, I herewith tender the pledge of my portion of the cost.

Yours in P. F.,

SAM'L M. HENDERSON.

SAN ANTONIO, Sept. 2d 1888.

EDITOR MONTHLY:—Why is it that the B. of L. E. cries down every order that does not do as they want them to? They take conductors' jobs as fast as they can get them, that is, running both ends of work trains for \$15 or \$20 per month more than their regular pay. I for one will be glad when the officials get control of the roads again. Here on the S. P. R'y we have engineers running that have been pronounced incompetent by five or six practical mechanics, also the general master mechanic and general superintendent. They went to New Orleans to the General Grievance Committee and sent for P. M. Arthur. He said if the man was not put back to work (Mr. B. A. Pickren) the men would all quit and it would cost the company thousands of dollars, and as the company could not stand a strike, he is at work. If that is what the noble order is for, I do not want to belong to it. This man Pickren was running a passenger engine, extension front, her steam pipes were breaking and had been so long that the steam cut a $\frac{3}{8}$ joint bolt nearly in two. She was burning lots of coal and not making time, and as the fireman could not stand her any longer, reported it to the master mechanic. After they examined her they discharged the engineer, but he was reinstated by old Arthur. If that is what they call skilled labor, and that is what the order is for, I would like to see them taken down a peg or two. I am not an O. R. C. man, but right is right.

N. A. D.,

Member of and Sec. B. of L. E.

THAT EXCURSION

Turn backward, turn backward,
Oh, Time in your flight,
And take me on an O. R. C. excursion again,
Just for to-night.
Take me again to the Fort and the Home,
There mid pleasures and music forever to roam.

"UN-KNOWN."

Other divisions of our Order have had excursions this summer. Trenton Division No. 42 does not believe in being out-done by anyone, so we concluded we would show the people that though small in number, we were mighty in strength, especially where there was anything good to eat "or drink" concerned as is usually the case on excursions. The division met and arranged to give a grand excursion to Leavenworth, Kas., a distance of one hundred and four miles, after a lot of corresponding by our secretary and the assistance of our whole souled Supt. C. S. Ewing, we managed to make arrangements for a special train and engine for the day. There were a few who seemed to think it would be a failure, but a large majority thought different, and in this division majority rules, so this big majority went to work, committees were appointed, tickets printed, posters placed everywhere that one would be likely to see them. The posters gave the programme for the day and with very few exceptions were lived up to, to the letter. The time for starting was 6 o'clock a. m., September 19th. All those who purchased tickets and were afraid they could not get around on time left their names and address at our secretary's office where a score of call boys were engaged for their special benefit. This enabled everyone to get a good night's rest, with the assurance that they would be called on time. The boys did their work in good shape, everyone was there on time and no one had been called too early as would have been the case, had we only had one or two to have done the calling. It would have done any O. R. C. man's heart good to have seen that crowd coming to the train. Look where you would on every street you would see them coming with their lunch baskets, some so large you could scarcely see who were carrying them. There was some fear that there would not be room for their lunches, but we had arranged for that by securing one of the largest baggage cars the company owns, with three of Trenton's best hotel porters to take care of it. Bud, Smith in charge of the car was the happiest coon on earth, and wore a smile about the size of a slice cut out of a Muscatine watermelon. Long before starting the Trenton band which we had secured for the day arrived at the depot and discoursed some fine music. Our band was something that everyone could feel proud of, they have a fine set of instruments that each and everyone of them knows how to use to perfection. They were dressed in black cloth suits with black silk plug hats; they just looked simply immense. Messrs Weidhass and Shanklin surely have cause to feel proud of the management of this band. At 5:50 engine 471 backed up and coupled on to the train. John Nichols, the gentlemanly foreman of the round house, had held the engine in long enough for us to decorate her in great shape. When engineer John Simmons stepped up on the company's pride and took a look at her and then back at the train, I am sure it was one of the proudest moments of his life, regardless of what some engineers may think of our Order and we of theirs. Jonnie knew there was a warm spot in the corner of every O. R. C. man's heart for him and had we the pick of every engineer in the company's service, he would have been our choice. We were fixed for an engineer, but how about a fireman? Someone says where is George Thompson? I took a look at the engine, and there he was taking a survey of the coal-pile. They only run him around eleven other men to put him on with us. Our entire run was made from Trenton to Leavenworth and return without a jar or discord of any kind; everyone was passing compliments on our engine crew. At 6:15 the train left the depot in charge of C. K. Sykes with Brothers Reed and Hale as assistants. Our first stop was at Jamesport where our gentlemanly agent F. O. Philburt, with the assistance of Tom King and Joe Wiles, two of Jamesport's wide-awake business men had managed to get a fine crowd to-

gether, about sixty in all, we had saved one car for them, and they filled it up to standing room only. Our next stop was for water at Wabash crossing, where several of the junction people got on with us. Our next was at Gallitin. We had secured the service of the Gallitin band, and you had aught to have seen that crowd! They filled our train to running over. Our big fat good-natured agent at this point, W. D. Shearer, worked for us like a trooper, and when he commences to pull the strings, there is something bound to come. The Gallitin people were a crowd to be proud of; the ladies were good looking, the gentlemen courteous and all of them good natured. Their band wore a nice uniform and rendered some fine music. Mrs. Huston and Mrs. Swayne, of Stanbury, in company with some of Gallitin's fair ladies got on at this point.

I would like to compliment several of Gallitin's people in this article, but space will not allow, but say to them one and all that we were proud of them, and their good looks; and hope we will meet them again on our next excursion, for they are just the kind of people we need to add tone to the party.

At Altmont we had to take on an extra coach to accommodate the crowd from Gallitin. Our next stop was at Cameron, where we took breakfast and gave our bands a chance to air themselves. And don't you forget it they done some fine work. Here again our agent A. L. Lindner, had been busy and helped to increase the revenues by selling several tickets to the cream of the town.

We arrived at the Leavenworth Union Depot at 10:50 a. m., there was a pilot in waiting and everything in readiness. We switched off on to the track of the Kansas City, Wyandotte & Northwestern, and went direct to the Soldiers' Home. Here we unloaded and marched to Entertainment Hall headed by the Trenton band with the Gallitin band bringing up the rear. The Soldiers' Home is located about three miles from the city and is one of the finest arranged homes anywhere in the country. Everything that can possibly be done for the comfort of the inmates is carefully looked after by the efficient officers in charge. After an address of welcome from Governor Smith, the people scattered over the grounds, looking at everything of interest. The home band, one of the best in the country, gave us some fine music which was highly appreciated by all. The scenery and stage setting in the reception hall were painted by an inmate of the home, and it was really grand. A gentleman of the home shifted the scenery for us; one grand scene after another. The water scene was great, but what interested our old soldiers was the Libby Prison scene. After an hour spent with the officers and old soldiers in looking over the grounds and buildings, we returned to the city, where those who did not bring lunches and those wishing to view the city left us for a while. Those wishing dinner went direct to the Delmonico Restaurant where an elegant dinner had been prepared for them. The train then moved on to the Fort where we unloaded ourselves and baskets in a beautiful grove and everyone proceeded to fill up. After dinner an hour was spent in 25 cts cigars and witty sayings by the excursionists, who were then scattered over the grounds observing everything of interest. Arrangements had been made and all that could be done to make the people feel at home had been looked after by the general officers in charge. At 4:00 o'clock a concert was given by the Fort band which was simply immense. Several of our party secured carriages and drove over the beautiful grounds. At 6:45 p. m., the bugle sounded for dress parade and four battallions of cavalry and one of artillery came upon the field. The visitors were then treated to a fine military drill. Many a heart beat fast in the breasts of the old veterans of our party as they listened to the same bugle calls, and saw the officers reporting their companies as they had seen many years ago, exactly alike in appearance but vastly different in meaning. The drill over we again took the train for the Union Depot where all wishing supper were allowed ample time. We started for home at 8:35 p. m., stopping at the same points we had stopped at coming down. At all points our bands serenaded the people. Some of the ladies and gents on the train formed themselves into a glee club and went through the coaches singing songs and making everyone happy. We took a vote on the train which resulted as follows:

Harrison, 165; Cleveland, 91; Fisk, 4. We arrived at home at 12:40 a. m.; everyone happy and highly pleased with the trip. The Jamesport delegation passed the following resolutions unanimously:

To the Order of Railroad Conductors:

GENTLEMEN:—The delegation from Jamesport tender to you their thanks and good wishes for your courteous and gentlemanly treatment.

COMMITTEE.

This will be a day long remembered by our citizens. They have requested that we make it an annual excursion day, and we may probably do so. The O. R. C. scored one hundred points by everyone. I am making this article longer than I intended to, but we had such a good time I can't get over it very easy. Our old time tried Train Master T. B. Cook, helped us in every way possible. Every man that could possibly be spared from duty, was allowed the privilege of going. Our genteel yard master at Leavenworth, James Howard, was on deck and helped us at every turn. He has only been with the company 17 years as yard master, and of course is not very well known. There is a saying that no man can suit everyone. The person who made this remark had never seen Jimmie Howard. Our acquaintance runs back about 13 years and I have never heard anything but compliments passed on him yet.

NOTES.

If anyone thinks there is no style among the members of 42, they had ought to have taken a look at the Stone and Jolliff quartette, four in hand and diamonds flashing; none but the rich enjoy the luxuries.

I wonder if Joe Hirschhorn and Brother Shanks will really fight a duel with Brother Jolliff for the job he put up on them. It was too bad, boys, but then Jolliff is all right you know.

I wonder how many of the people knew why Brother Rice did not go with us? I had ought to keep it a secret, but someone will tell it, and why not I as well as anyone? He has taken a great fancy for painting lately and he was anxious to show his new train box, but there was a few touches to be put on the inside of the lid and he would not go without it. But never mind, Henry, if you will give us one more bottle of Sagwa we will say no more about it.

Say, you ought to have seen Brother Shank's black silk plug and diamond pin, la, la, da da a cane with two of the best looking young ladies in the crowd. I told him if he would take off his badge I would introduce him as governor of Missouri, but he thought too much of the Order you know. I wonder how much Baston would give to know who sent the banana peeling to him with their compliments?

Have we any good looking ladies in Trenton, did you say? Well I should smile; their equal does not exist. The proud belles of Paris would sink into nothingness compared to them.

I wish some one would ask Brother Ginn if he really did intend to go to the picnic, or did that inquiry about a lunch start him to thinking?

On our return trip Brother Sill was trying to play the sleeping beauty, but the strong odor of the Cleveland representative knocked him out of the box.

We hope on all future excursions we may be in charge of Brother Reed and Pady Burns. The success of this grand excursion where not a single accident marred the pleasure of any one was due in a large measure to their efficient work.

Yours Truly in P. F.,

THEO. HEWES.

ST. ALBANS, Sept. 25th 1888.

EDITOR MONTHLY.—I find upon looking over the September number of the B. of L. F. Journal a few facts I wrote about matters on the "Q," has brought a storm about my ears. I am very glad if the truth has woke them up, for I spoke the truth, and nothing more. They quote me, in the August number, of the O. R. C. Journal, and then proceed to devour me body and breeches. Please note they say I am boasting of the part taken by the Order of Railway Conductors. I defy them to show spot or place, where the Order of Railway Conductors are mentioned

in the paragraph quoted. I said conductors, I did not say members of the Order of Railway Conductors. For I am well aware of the fact that conductors other than members of the Order of Railway Conductors, ran engines, fired engines, piloted new men, and are as much deserving of thanks from the C., B. & Q., R. R., as the members of the Order of Railway Conductors, and are certainly entitled to more thanks than the members of other organizations who did their best to cripple the "Q" and to inconvenience its patrons, and to bulldoze other employes for the simple reason they would not be made the tool of the strikers. I have not boasted of the action of the Order of Railway Conductors in this strike, but I will boast just a little bit, I say I am proud to belong to an order who have sand enough to stand up for the right regardless of dirty insinuations, and vulgar expressions, made by others, and also to know the Order of Railway Conductors is competent to take care of itself, and is not ready to be made the "cats-paw" of any one as it looks very much to me the B. of L. F. are. And I am sorry to see it for the members of the B. of L. F. work hard for every dollar they get, and can ill afford to stand the drain put upon them. I am surprised that members of the B. of L. F. should be so foolish as to throw away the very object they are working for just to please some one else, I do not see anything gained by it. But I can see much to be lost by its members. The conductors did not get caught in this trap. They saw far enough ahead to avoid it, and simply did their duty. I am proud of them, whether members of the Order of Railway Conductors or not. Boys, you are in the right, don't haul down your colors just because some one cries "scab." Its all right. The dirty flings harm no one except the user, and in the meantime you are earning bread for your family while the other party is sucking the heart's blood out of other members of the craft who are sitting in idleness about saloons and are obliged to often times go without the necessities of life to meet the demands made upon them. Who is the best off? Who is most respected? There is no necessity of my answering either question. Any fair-minded man will admit the truth. This article said further, had the conductors maintained a position of neutrality no one would have complained. I have yet to learn of a single instance where a member of the Order of Railway Conductors volunteered to run a locomotive on the "Q." Can any one bring a proof of a single conductor refusing to obey orders? I am of the opinion were I superintendent and asked a man to do a certain thing and he refused, he would not get a chance to refuse again, Therefore I say when conductors were asked to act as pilots, or to run an engine or fire one. they were in duty bound to do so if they wished to remain in the employ of the company. And by so doing, are charged of being identified with scabs and spies. These charges however, hurt no one; they don't make one hair black or white, they won't stop true men from doing their duty to themselves and their families. This article infers all this work was done for a consideration. What was the consideration? I will tell you. The consideration was their regular monthly salary, and the peace of mind that follows after doing your full duty to your employer. That was all the consideration asked by the conductors, and it is all any true man desires. The last paragraph of this article speaks for itself, and shows beyond question the *calibre* of the writer and connection therewith I wish to ask. Who is the *pimp*, the man who does his full duty every time, or the member of some organization who presumes to travel with the so called *pimp*, in order that should the so called *pimp* be so foolish as to grant him a favor, he, the *real pimp* can by reporting the favor did him cause the dismissal of the man who befriended the *dirty contemptible "cur."*

This act the most contemptible I ever knew has been and is now being done, and I hope members of the Order of Railway Conductors will keep an eye out for just such curs, and by so doing be doing their full duty to themselves and their employees. Yours truly in P. F.

E. D. NASH.

MILLBANK, Oct. 7th 1888.

EDITOR MONTHLY:—It has been some time since a communication has appeared in the MONTHLY from Division 99, and fearing you might think we had surrendered our charter, I will proceed to dispel your fears in that direction, by saying that such a thing is entirely out of the

question. Division 99 is composed of too good material to do any thing of the kind. We are very busy on the H. & D. Division at present hauling to market good old No. 1 hard wheat, and that must be taken as part of the reason for our long silence. Another reason is that not having anything particular to write about; we thought it a good plan not to write at all.

I have read the letter written by the "Growler," and published in the *Chicago World*, and can say that if "Growler" is not more correct in his other charges, than he is in regard to Bro. Daniels' speech, on page 287 of the Proceedings, that he is clear off his base. For while I did not take the speech down in either *short* or *long* hand, I have a pretty good memory, and I distinctly remember Bro. Daniels making the remarks credited to him in the report of Proceedings. The communication from Brainard, signed "Conductor" meets with my warmest approbation and I hope all the boys may read it *including* "Growler." And may it brace up all who need anything of the kind, that they may be able to do their whole duty at all times.

According to the principles of our organization, brothers traveling our way are most cordially invited to meet with us. The "latch string" is always on the out side, to all who know how to pull it.

Yours in P. F.,

FRANK A. JOHNSON.

NORTH SPRINGFIELD, Oct 8th; 1888.

EDITOR MONTHLY:—We feel we cannot say too much as a body of railway conductors. We only wish our pen was a powerful one, wielded by a Butler, or the highest mind in the land, as this subject lays so near our hearts, and one of the stepping stones of our Order, that we hope that we will never tire writing about it. The advantages of unity are so well exemplified and so much is being accomplished every day by bodies of men acting in unison, that it is looked upon as a matter of course that in every branch of industry the members should band themselves together for their mutual protection and advancement to protect themselves from encroachment from without, and to afford assistance and encouragement to the weak and unfortunate within our ranks. It has been the sad and humiliating experience of men within our profession, that long and faithful service with any one corporation counts for naught. That when we have exhausted our best energies in the performance of our duties, we are driven out, only because of failure on our part to avail ourselves of the well defined benefit of organization. When old age has crept upon us we have nothing more than years to offer in evidence of the long and weary road we have passed over. The movements which the conductors of the United States and Canada, have for a lengthened period, carried on for the amelioration of their position has hitherto been far from successful and many grievances still require redress. Recognizing this, and in view of repeated failures of the Order to obtain redress for grievances, however, they still stand glaring us in the face, as a vital link in the chain of commercial intercourse, a powerful accessory to the advancement of the conductor, and an indispensable agent of the supreme laws of the land for the protection of life and property, our labor stands equal to any. In the wide fields of human industry in this conviction we, actuated by a just feeling of pride in the future welfare and standing of our fraternity have combined our efforts for the purpose of elevating to its proper standing the occupation which we have chosen as our means of livelihood. We speak to build up an organization of labor founded upon well defined principles guided by well directed counsels, and governed by intelligent legislation, let us bear with one another, and let us expunge from our breast every form of jealousy, and above everything else let us be vigilant, let us be patient, let us be firm, let us be confident, let us be brave and victory in the early future is certainly within our grasp. Let us attend the meetings more promptly and make our organization equal to none; lend a helping hand to a wayward brother, let us unite in strength. We are certain that if we are faithful to our brotherhood, faithful to the attendance of meetings we can make our organization equal to none, and we shall not have long to wait for the full satisfaction of our reasonable demands.

Respectfully in P. F.,

B. E. I.

EDITORIAL.

THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor*.

E. H. BELKNAP, W. P. DANIELS, A. B. GARRETSON, W. J. DURBIN, *Associate Editors*

The Editorial Department of the Railway Conductors' MONTHLY will not be used to vindicate the personal cause of any Grand Officer or any member of the Order.

TRAIN ORDER PROBLEM.

The rules governing the case in this problem are P. R. R. rules. That is, "A train overtaking another train of the same or superior class, cannot run around it unless the train is disabled, or that it cannot be moved," &c. Another: "A train falling back on the time of another train of the same class does not lose its rights," &c. The train orders issued were these: "C. & E. Extra. Eng. No. 109 has until 8:40 P. M. to make B, for No. 3 and her right of track to B, against 4th, No. 53, Eng. 147." Eng. No. 109 had to do some shifting and was not able to make B for No. 3. By the time No. 3 arrived at A, where Eng. No. 109 received the orders 4th-53 was back on the time of train No. 55. (Nos. 53 and 55 are second class trains.) Eng. No. 109 is a mile from the telegraph office, in yard, and cannot get any further orders. Therefore 4th 53 is tied up at B., also No. 55 at B. Train dispatcher annuls 4th 53 at B and runs it as 1st No. 55 from B. C. and E. of Extra Eng. No. 109 contending that No. 55 could not run around 4th No. 53, make a run for B, meet 1st No. 55 and a collision is the consequence. Now, who is to blame? I stated at the beginning that this is a problem. To many it is not, but to some it is, and I want disinterested parties to decide.

The order given extra engine No. 109 gave her no right what ever over train 55, and if the conductor and engineer of extra engine 109 had proceeded with reference to train No. 55 no collision would have occurred, and as the problem does not state that the train 55 was running in advance of time; it certainly being a regular train the extra had no right over her. The conductor and engineer of extra 109 very likely lost sight of the time and rights of train No. 55, hence the collision. The train dispatcher had the right, at any time, under the rules of all our companies, to change the standing of the trains, and if the extra had run it out by rule there would have been no collision. The conductor and engineer of extra 109 are very clearly at fault in the case.

RAILWAY EMPLOYMENT.

There is, perhaps, no class of employment in this country where there is greater opportunity for the display of ability, intelligence, education and tact than in the railway service. There certainly is no class of employment in this country which should require marked ability in every department in the same extent that it does. The building of the track, the first essential element in the line, is one in which all of the above qualifications can be fully shown. It is notably the case that those who have in their employ the most competent, best educated, and who observe closely the most thorough system in the construction of their track, always are noted among their associates for the perfect build, maintenance, alignment and service, which are so essential and form a much greater element in the operating expenses of the line than a casual observer would estimate.

The man who builds the cars has a great field in which to display his inventive genius in the construction and maintenance of this portion of the equipment. The man who builds the engine, likewise. And when ready to operate, those who are placed in charge of the operation from the highest to the lowest, even though the labor be, in a sense, manual, has a great opportunity to exercise his ability, knowledge and tact. But how few there are, comparatively speaking, in the railway service, that recognise this to be true; we frequently hear the assertion "that I have been a brakeman or a fireman for so many years and promotion has never come in my way." Careful, candid investigation will develop the fact that the man as a rule has employed his time simply in the earning of the money which he will draw from the pay car on the occasion of its monthly visits, and not in making himself conversant thoroughly with and adapting himself to the needs of the company, and working with an eye single to advancement. The true secret of success in the railway service is in making one's self and his service invaluable to the company that employs him; letting no opportunity slip by, while in that employment to better the condition of the company so that it may be said that on any and all occasions he is prompt, faithful and intelligent in the discharge of his duties. When called to transact the business of the company be always on hand and prompt, not always absent and giving the service that is required grudgingly, grumbling at his, that, or the other thing, which even the officer over him is powerless to remedy.

Grumbling and fault finding are the bane of American railroad men. We are aware that grumbling is much easier than working where there

are a few difficulties, but it is against the interests of the employe, and we can call to mind many good men who have grumbled themselves out of good positions. There are, in railway employment, pleasant places and there are those that are unpleasant, and there are duties that are pleasant, and those that are unpleasant, but in this as in other callings in life, we must take the bitter with the sweet, and we notice that those who have pressed on, never swerving from the purpose in view have not been compelled to take as much of the bitter in the railroad life as those who are continually finding fault with their lot.

You would suppose, naturally, from hearing some men talk of the railway service and the companies who are their employers, that the roads should be run simply and solely that they might have employment, without regard to the operation of the road, its future its surroundings or the men who furnish the employment. There is a mean between two extremes in this line which should be reached; that of good compensation to the employe and a fair revenue to the company, for it is notably the case that men who are half paid perform, generally, half service while men who are well paid are willing to perform good service, for their position is a desirable one. They have worked five, ten, fifteen, twenty or thirty years to gain it and as soon as it becomes desirable they are in earnest in retaining it and the company are made the gainers by the zealous manner in which they perform their duties.

This is more particularly true in the position of the conductor; we are pained many times, to see the spirit manifested, even among conductors, men who are enjoying a position second to none in responsibility in the railway service, men who are passing through a school of education to fit them for higher and more responsible duties, men who are being educated to come in contact with the very best people of the country, yet, we find some one class of them from time to time endeavoring to place themselves, and bring themselves on a level with the lower strata in the railway service. Class has nothing to do in this matter for we find this lower strata in every line of railway service, even to the principle officer's chair. We believe that a man who has been called to a responsible position should conduct himself on any and all occasions as becomes the dignity of the position and not as becomes the man who has no position of responsibility or trust in the service. We believe they should rise to the dignity, while treating all others courteously, transacting the business of the company promptly, and they, in their position are entitled to some consideration and their dignity should become that to which they are entitled. Through the acts of this portion of the class the title of conductor has been dragged down until

in some quarters it is almost bandied from mouth to mouth, and spoken disparagingly of and we believe that the time has come when the conductors should stand upright like men and gentlemen, and vindicate the character and dignity of their position, which is a title in the railway service, and the duties appertaining to it, and that the men who are entitled to sign it should be proud of it and he should conduct himself both in public and private in accord with his pride in the position he holds. It is one mission of the Order of Railway Conductors to follow out the conduct of members in this direction. While at times all do not agree as to the measure and means which should be employed, yet all agree that it is our duty to make the calling and the position of a railway conductor honored and respected throughout the country, for there is no position in railway employment, which is more honorable than that of a conductor.

"THE SIGNS OF THE TIMES."

Years ago what was the aim and object of the average working man in this country? Simply to work from the rising of the morning sun 'till it sank behind the western hills. Toiling hard with all his strength, to earn a subsistence for himself and family, with but little thought of the future that might come to him, and far less regarding any means and measures, which, by his or anyone's ingenuity, might in the days to come be for the betterment of his or their condition, either in a financial, moral, educational or social manner. Another class of men, the ones who by the singular freak with which Dame Fortune often favors subjects, men who are lucky enough to inherit a goodly sum of the needful in this life, with the additional reserve corps of those who have an eye to business, were passing their leisure time in a far different manner, and even when engaged in their legitimate business were ever busy in solving, the to them, important problem, "How to make money?" Not alone, not single handed, not unaided, not by the fireside of their home circle, or private office, but rather in some suitable appointed place, where plans could be marked out; where deep laid plots would be carried into effect, in order that they might be benefitted, their purses made to grow fat, (and sometimes even burdensome,) while you and the balance of mankind were engaged in the laudable and soul inspiring mission of observing the law of absolute lethargy, content to grovel on in the old fashion stage coach manner, that for a century was almost rigidly adhered to by the masses of the laboring people, or the servants of the masters who were daily becoming the aristocracy of free and enlightened America. And

now I will pause long enough to ask every intelligent person in the universe, rich or poor, master or servant, was not this the natural result of positive force and activity on the one hand, and on the other a perfect phase of indolence and inactivity. Then came the days of trusts, combinations, monopolies, and a long array of like specialties, a system of combines, which places the monied wealth of a great and glorious country in the hands of the few, to the detriment of the masses, who, to-day, are living outside the pale of organizations. We will not stop to consider the moral effect of such a state of affairs, for this part of the subject has been dwelt upon by learned writers, and from every pulpit in the land; the pastor has given to his hearers the wealth of his wisdom and eloquence, so that every one who has listened or perused, must long ere this have formed a satisfactory opinion, at least to suit his own

But now us to touch upon one thought that seems to be of interest to every rational minded person to-day. Is this a healthy state of society? It is a long time adage in personal matters, that "Health makes wealth." Will this not apply in a national sense just as appropriately, at this time, as if it were applied in your personal case or mine? When a few men are constituted by themselves to run, as it were, the agricultural, the commercial, the political, the railroad and all other branches of business which are the important factors of a nation's prosperity and happiness, I ask is this conducive to a healthy and even a beneficial element, of our permanent welfare? Now, do not for a moment allow yourself to think that we are advocates of the system of a division of the wealth of this country whereby the rich must divide with the poor, and the man of energy, pluck and business talent give of them, or divide his brains or the products of each, or all, with his neighbor who is too shiftless to be the possessor of either; for just as long as any mortal on earth does business on a (not recognized) but true, honest, upright, Christian business principle, he is entitled and justly so to the avails of such a life. And any variance from the principle is contrary to the laws of God, and the good sense of the American people. But how much, I ask, of the business which is carried on to-day, wherein the majority of corporations or private individuals become millionaires in a year, or at most in a few years, are conducted on principles which bear on their face the stamp of honesty and justice, let alone common decency? And here we come to a personal application of this subject to the exigency which has been forced upon the world, perhaps more forcibly this portion of it within the last few years. To offset this reckless, extravagant, deleterious cyclone of business mismanagement, to inaugurate some plan of oper-

ations for needed reform, we look around us on every hand and our eyes glancing on the wall we see the handwriting so unmistakeably written, "Labor, Societies," societies for the benefit of the poor man; down with monopoly; higher wages for those who are enriching coffers of the monopolists etc. etc., and right here let me ask one plain and unvarnished question to which we, at this time, will not attempt an answer, but invite such from the pen of any fairminded gentlemen who live in the enjoyment of wealth and riches, gained in a manner which will not bear the scrutiny of honest, upright business men. Who is to blame when the tide is turning, and the other side, perhaps in part in sweet revenge for wrongs inflicted at your hands, perhaps by the process of listening to the advice of ill meaning leaders, who are as careless of your welfare as you were of the rank and file, of the honest laboring masses' welfare, and more tyrannical than yours dare to be. I simply ask for an answer, who is to blame? on the other hand does it not behoove every laboring man, the majority of whom are to-day fairly educated, to guard well the cause he is led to pursue? And his revenge for insults given, actual or imagined, use the weapons warfare which were far more noble, more Christianized, more enlightened, than any which was brought to bear upon the fortress of true and manly honorable labor; educate yourself to a higher plane of principle, than ever was shown by those who have gained anything by unfair means, at your expense; then, if you fail, which will not occur, your record will still be honorable, and if you succeed the glory will be so much the brighter because you acted the gentleman, and society will approve and God sanction the means you employed and the results you have attained.

TO GRAND CHIEF CONDUCTOR WHEATON.

Leaving the office September 6th as per the programme, I arrived in Michigan City, Ind., on the evening of the 7th. The hall used by the division being occupied, we held a meeting in the parlor of the hotel, and a very enjoyable time was had, continuing until a late hour and all of the members seemed greatly interested in the work of the Order, and glad to hear of the work being done by the Order throughout the country; some few points were brought up on which they wished to be instructed and instructions given. On the following day before leaving the city I met several other brothers of this division and had a little talk with them in their division room, asking and answering questions to our mutual advantage.

From Michigan City I went to Battle Creek to visit Division No. 6

at that place. Soon after arriving at Battle Creek I was called on by Brother Retallick, Secretary, and several other brothers and the meeting arranged for that evening, at which a large number were present; all seemed much interested in the work, and some explanations were made of the laws and rulings of the Grand Division. The brothers seemed very much pleased that they had not been forgotten, and at last had received a visit from a Grand officer.

From Battle Creek I went to Jackson where we had a fine meeting Sunday afternoon, with Wolverine Division 182, twenty-eight members of that division being present. This division is in fine working order and the members thoroughly alive to their interests.

Leaving Jackson on Monday I proceeded to Grand Rapids where I arrived at 3:30, Monday afternoon, but through some misunderstanding did not meet any brothers of that division. I waited at the hotel until nearly 7:30 o'clock, and being notified previously that that would be the hour of meeting went out in the city to hunt up the hall; after some search I found it, and found it dark. On my return to the hotel I found that Brothers Flaherty and Volkert had called at the hotel to see me but not finding me there, had left.

I left Grand Rapids in the morning and proceeded to Saginaw; at North Saginaw I was met by a delegation from that division, and invited to leave the train at that point and take a carriage ride through the cities, in order that I could better get an idea of these two wonderful towns. In the afternoon had a very fine meeting with this Division, No. 192, and questions of interest to the Order and that division were discussed very freely. All expressed themselves very much pleased with the new order of things, allowing them to receive visits from headquarters, and they thought that great good would come of it.

From Saginaw I went to Detroit to visit Division No. 48, where I had one of the most interesting meetings it has been my privilege to attend; there were thirty brothers, members of the Order, in the division room, and opinions were freely expressed upon the questions brought before them. This division has a large membership, but owing to the runs of some of its members who are employed on the Michigan Central, and their homes being several miles out from the city, it is impossible for them to be present at the meetings Sunday afternoon. They talk of changing, however, to some week day, for one of their meetings, and in that case, it will be of great benefit to many of the members, who can not possibly be present on Sunday, and I think will result in great good to the division.

The next meeting was that of Morford Division, No. 26, Toledo

When I arrived in Toledo I was met at the train by Brother Dawson and taken to the home of Brother Purrett, the Secretary, where I enjoyed myself during the day, visiting with his family, until his arrival in the evening. The meeting of the division was held in the evening, and although not quite so large as the meeting at Detroit, there were a great number of members present, some having come from a distance to be present on this occasion. Brother W. S. Sears, of this division, did us the honor to be present on this occasion, giving the brothers a little talk on their duty which I think all appreciated. Here, as well as at all of the other divisions formerly visited, the brothers were enthusiastic in the work of the Order; and believe the Order had commenced an era of great prosperity.

The next stop was with Butler Division No. 207, we were met at the depot and well taken care of by Brothers Richardson and Halstead, and in the evening had a very pleasant meeting, with eleven members present. The membership of this division is but twenty, so that over half the members of the division were present at the meeting, and for so small a division, is in the best working shape and condition of any division I have visited. After the meeting was over we were invited to the home of Brother Richardson, to partake of an elegant lunch provided for us by the wives of the members of the division.

Leaving Butler our next stop was at Elkhart, Indiana, where we arrived at four o'clock in the morning, on Sunday, and found Brothers McClelland and White waiting for us as calmly as though it were four o'clock in the afternoon. In the afternoon we held our meeting and had an unusually pleasant and agreeable one. Elkhart division is in fine working order and has a splendid membership, who take great interest in all things that pertain to the interest of the Order of Railway Conductors. They had many questions to ask in regard to the workings of the Order, and a few questions on the ritual which I endeavored to answer to the best of my ability. All, I believe, were well pleased with the meeting.

This was the last division on my programme, so, leaving Elkhart, I repaired at once to the office, stopping one day in Chicago, to meet yourself and Brother Daniels, as per my instructions.

We notice in a clipping from the New York Evening Sun, an item entitled "The Railroad of Love," which seems to be the invention of some down east Yankee, who was born at or near West Brighton or Coney Island. It consists of an enormous barrel, somewhat resembling a beer vat, ten feet in diameter with both heads knocked out; this runs

on two tracks, there are seats inside the barrel and straps used to fasten the person securely. After having paid five cents for the trip, the barrel will hold six persons, it is stated on one occasion a good looking young woman, weighing 160 pounds, took passage in one of these. The barrel after making one revolution, started on its second turn, when the strap holding the young woman's feet gave way, the result being rather embarrassing, for as the barrel revolved there were glimpses of flying skirts, striped terra cotta hosiery, delicate lace embroidery flying around in a lively and picturesque manner. The spectators being highly amused at the spectacle, as she was assisted from the barrel.

In connection with this we would say, we have often been a passenger on, not exactly a railway carriage built upon this same principle, and the track indeed has been very different, also our experience has learned us that any railway assistant like any other branch of business, which is carried on under the direction of this title, "A Railroad of Love" is subject to many picturesque and curious accidents and diversions. This one controlling element; above described, is however, a specialty of the West Brighton company. You see it on nearly every train which traverses this continent, and although the fair lady may not be strapped to a barrel, neither balance the scales at 160 pounds, still the motive power described, "The Railroad of Love" has soothed the sorrow and made happy the hours of many a poor fellow who ran the train. And no matter how bluff and crusty the conductor may often appear to some who are under his care, how seldom the occasion when even the glimpse of the furbelows, the flying skirts, the lace and embroidery, or even the pretty face, do not command respect, and how seldom are either passed by without a proper degree of the same respect. And any lady, whether strapped to the barrel on the "Railroad of Love" or in any position whatever where her cause should be championed, will receive at all times due honor at the hands of the conductor of America.

THE MAZE.

On all the roads beneath the sky
 Still, as of old, the passers cry,
 "Give thee good-morrow!" and "Good-bye?"

"And whither goest thou? God bless
 Thy journey's end with happiness!"
 With smiles they cry, and onward press—

These by the primrose path; and those,
 By rugged steep and thorny close,
 To the same bourn—which no one knows.

LEGAL.

Edited by R. D. FISHER, Indianapolis, Ind.

Failure to Stop at Station—Violation of Contract—Conductor and Passenger.—Where passenger, after getting upon a train, told the conductor that he wished to be put off at a point on the road which was not a regular station, but at which the conductors of the railroad company's trains, to defendants' knowledge, were frequently in the habit of stopping and putting off passengers. He paid the fare claimed for transporting him to that place. The conductor afterwards refused to put him off there, but carried him to the next station.

Held, That there was a violation of the contract of carriage between the conductor, the company's agent, and plaintiff, for which the company must respond in damages.

Hull vs. East Line, etc., Ry Co., Tex. S. C., 28 Am and E. Ry., 221.

NOTE.—Carrying Past Destination—Duty of Conductor.—Where a passenger on a railroad train holds a ticket or pays his fare to a given point, it is the duty of the company to stop the train at that point, and a sufficient length of time to allow the passenger to leave it with safety to life and person. And if he is carried beyond his destination, by no fault of his, but by the failure of the company's conductor or agent to do his duty in that respect, he may recover any damage he may sustain. But it is not necessary to the ordinary duties of the conductor, in putting passengers off the train, that he should give them any other than the customary warning and opportunity to avail themselves of it. A mere voluntary promise on the part of the conductor to awake a drowsy passenger, and a failure to do so, whereby the passenger was carried beyond his destination, furnished no cause for his recovery against the company. But where it negligently failed to stop its train and afford an opportunity according to contract for which money has passed, the company is liable.

See Nunn vs. Georgia R. R. Co., 71 Ga., 710.

Coupon Ticket—Erroneous Cancellation—Ejection—Damages.—Where a passenger bought a round-trip ticket from A to B, the ticket was in two coupons attached to each other—one being for the trip to B, and the other for the return trip. On the trip the conductor tore off the coupon for that trip, and by mistake punched the return coupon, and wrote on the back in pencil the words: "Cancelled by mistake." and returned it to plaintiff, saying, "I have fixed it all right, now you can ride on it." On his return trip the punched coupon was tendered to the conductor, who declined to accept it because it had been cancelled, and refused to accept plaintiff's explanation or the endorsement on the back by his fellow-conductor. The mistake had not been corrected according to the rules of the company, which required the conductor making the mistake to draw a ring round the cancellation mark and write on the back of the ticket the word "error," and sign his name. On the refusal to pay fare plaintiff was ejected. In an action for damages,

Held, 1. That the plaintiff had a right of action; that he was wholly without fault, and had a right to rely upon the assurance of the conductor when he informed him that the ticket was all right.

2. That if the conductor or other servants under such circumstances laid their hands forcibly on the plaintiff, and compelled him to leave the car, there was not merely a breach of the contract on the part of the company, but an unlawful interference with person of plaintiff, and an indignity to his feelings for which an action would lie, and for which he was entitled to compensation in damages.

P. W. & B. Ry Co. vs. Rice. Md. S. C., 26 Am. and E. R. R., 264.

NOTE.—Where a conductor returns the wrong portion of a return ticket to a passenger, and passage on return trip is denied him, whereby he suffers ejection, the company will be liable.

See Lake Erie & W. Ry Co. vs. Fix, 88 Ind. 381.

MENTIONS.

—Brother C. H. Baker had the misfortune to lose one of his fingers and thumb, while coupling cars.

—Brother E. Morrell of Division 100 has been sick for quite a long time, but took his train again early in October.

—We are in receipt of a very neat little card which bears the name of Earl Saunders, from the hand of Brother Saunders, of Division No. 65.

—Brother Frank Fanning is at present at Collona Hotel, Dennison, Texas, where he is effecting remarkable cures in the line of magnetic healing.

—Frances Wevie Davis, born August 25th, weight 12 pounds, and inasmuch as it is a namesake of Mrs. Whetton, we, of course, congratulate.

—Brother Andrew Bishop has retired from railway business and is now one of the proprietors of a large flouring mill at Warsaw, Coshocton Co., Ohio.

—Brother Fitzgerald and wife, of Division 82, celebrated their 25th anniversary on the evening of October 18th. We regret very much that we could not be present.

—Brother E. T. Morris, of Division 152, and his estimable wife, mourn the loss of a lovely daughter, aged about twenty years. The MONTHLY extends its condolence.

—Brothers W. A. Danlap, H. W. Shader, J. S. Michael, H. Hurty, W. H. Jones, E. H. Belknap and W. H. Crosby were pleasant callers at the office during the month.

—We have just been shown a draft in payment of an insurance assessment, signed by Brother A. D. Butt, president of Nickerson Bank. We wish the brother success.

—Brother J. H. Archer, of No. 14 has been successful in his suit against the Valley railroad company, for his salary which was held back by the officers of that company when he was dismissed.

—Large photographs of Bro. W. P. D. 11s can be had at Kilborn's in this city for one dollar per copy. J. H. Ryder of Cleveland, Ohio, has the photo plate of the Grand Chief Conductor.

—We have a letter from C. D. Goolwin written in answer to a communication sent to this office, and which was returned from Richmond, Va., no such person living at the address given. On application he will receive it.

—Our attention has been called to the Lake Harbor Hotel Company, and in looking over the organizers, we find the name of Bro. C. S. Dodson, of Louisville, Ky, and we certainly wish the brother success in his new enterprise.

—Brother Ed Smith of Cleveland, Ohio, has sent us a train order which he does not sufficiently explain, and a letter to his address in Cleveland fails to reach him; if he will please forward his correct address we desire to write to him.

—Brother Joe Franklin, Station master at the Grand Central Station in New York City, is one of the busiest individuals we have found for a long time and he is thoroughly master of the situation there, and goes into the minutest details personally.

—By a circular sent by D. D. Curran, Superintendent, we find that Bro. J. C. McMaster has been appointed train master of the South Carolina Division of the Central Railroad of Georgia. We desire to congratulate both brothers upon their promotion.

—Invitations are out for the second annual ball of Chapman Division No. 45, to be held in Oneonta, N. Y., Thursday evening, October 25th. We regret very much that we can not be present and wish the brothers an enjoyable and profitable occasion.

—Brother W. H. Ingram, has deserted the ranks of the conductors under the protection of the laws in queen Victoria's domains, and has become a full fledged "Hoosier," and is at present running a train on the Chicago and Atlantic, located at Huntington, Ind.

—Have you seen the "File" for assessment receipts? If you keep your receipts it is just the thing you need. Holds the receipts securely in consecutive order, costs but a trifle, 25 cents or 50 cents with your name and certificate number printed in gold. Holds 24 receipts. Try one.

—Brother George Lumpkin, Secretary of 186, desires the address of brothers D. F. Hood, T. A. Cole, J. H. Bryant, George E. Harris and T. J. Howell. It is very important that these brothers find themselves and forward their address to their Secretary, box 757, Birmingham, Ala.

—Walter V. Stafford, conductor on the Oakland line has just returned to Stockton with his bride, nee Miss Ida Misener, from Santa Cruz, the marriage ceremony being performed on Wednesday last by Rev. Mr. Monroe. A great number of valuable presents were given by their many friends.

—Brother E. B. Coman has at last materialized, and we rejoice with him in his appointment as train master of the Oregon Railway and Navigation Company's line with headquarters at Walla Walla, Washington Territory. The MONTHLY, and his thousands of friends will wish him success in his new departure.

—Any one knowing the address or anything of Jim Sisley, will confer a great favor on his distressed wife. He was last heard from in Louisiana. Is 26 years of age, dark hair and eyes, about five feet and six inches tall and heavy set; has lost the first finger of his right hand. Send information to the office of the MONTHLY.

—A snow plow has been patented by Mr. Thomas Y. Woolford, of Augusta, W. Va. This invention covers an improvement in this class of plows, having a revolving wheel in front, with peripheral cutters or scrapers that dig in the snow and remove it to either side, being mounted on a truck or car and propelled by a locomotive.

—We are in receipt of a very nice pamphlet entitled, "Trades Unions, Their Origin, Objects, Influence and Efficacy," by William Trant, M. A., and it is a pamphlet well worth reading by all who are interested in the working men of the country. It can be had on application to President Sam Compers, 171 E. 9th St., New York City.

—The correspondent from Division 179, informs us that Brother M. Murray has taken unto himself a companion for life, and that the happy look upon his face indicates that he is perfectly satisfied with his choice. Among the valuable presents which were received by Bro. Murray was a very valuable silver set, from his associates on the road.

—The union meetings held in the cities of Chicago and St. Louis during the last month were very pleasant reunions, and were largely attended. At St. Louis 35 divisions of the Order were represented and at Chicago 48 divisions. At both meetings questions of great importance were discussed, which are for the benefit and interest of the members of the Order.

—As we write the "Old Reliable" convention is being held in Kansas City. We had the pleasure of shaking hands with several of the old stand-bys of this organization on Monday, Oct. 15th, in Chicago. Messrs. Nicholls, M. B. Waters, A. F. Howard, George E. Hanford, C. H. Wheeler, Walter Hutchins and E. A. Sims, of Division 143 of the Order, and others.

—A copy of the "Two Republics," published in the City of Mexico, chronicles the fact that brothers John J. Patterson and James Eagan recently married two of the daughters of a resident of that city in the persons of the Misses Rosa and Marguerita Perez, the Rev. Father Lopez being the officiating clergyman. The happy couples left at once for a short trip as far as Guadalajara.

—It is believed that the longest continuous trip for a passenger conductor has been found it is the B. & O. through trains from Chicago to Wheeling, 479 miles, which the conductors make without a change. If any one can beat this we would like to hear from them. The company, however, are talking of changing this, as they are convinced it is cheaper for them to divide it.

—On the 6th day of September, 1888, Bro. A. D. Thompson completed his 39th consecutive year in the railway service, and he is at present actively employed, and his antics about his

train and in the performance of his duties would astonish some of the younger men in the railway service. Brother Thompson is in his 67th year and by his appearance and antics is good for at least twenty years more.

—CATARRH CURED—A clergyman, after years of suffering from that loathsome disease, catarrh, and vainly trying every known remedy, at last found a recipe which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self-addressed stamped envelope to Prof. J. A. Lawrence, 85 Warren St., New York City, will receive the recipe free of charge.—*Adv.* 6-5.

—We are in receipt from the editor, of a copy of the *Gripsack*, published in St. John, N. B., and lo and behold, upon the title page we perceive a portrait of "ye editor" of the *MONTHLY*. The *Gripsack* presents a varied amount of good reading matter and the members who desire to increase their stock of reading matter will find it to their interest to subscribe for it, as it has a great amount of useful reading, outside of the reading matter.

—We are in receipt of a neat card conveying the compliments of Mr. and Mrs. Purrett, and inviting us to attend their tenth anniversary on October 16th, 1888, at their home, 514 Magnolia Street, Toledo, Ohio. We regret very much that we cannot call in and shake hands with the "Elder" and his estimable wife, but circumstances beyond our control prevent. The *MONTHLY*, however, wishes them many returns of their anniversary.

—We see by The Elmira Evening Star of Sept. 26th, that Mr. Thomas Reardon, of Elmira, N. Y., came near being accidentally shot on the night of Sept. 25th. While Mrs. Reardon and he were engaged in a game of checkers a pistol ball broke the window near them. Mr. Reardon is the oldest engineer on the Northern Central R'y, having had charge of a passenger engine there for over thirty years, and no one certainly would be guilty of any attempt to injure him.

—The *Railway Gazette* reports 88 collisions, 121 derailments, 11 other accidents for August, a total of 222 against 137 in the month of August last year. 45 employes, 4 passengers and 9 other persons were killed, a total of 56. 100 employes, 90 passengers and 12 others were injured, a total of 202; the killed in August, 1887, were 45 employes 84 others, total 129; injured, 89 employes, 214 others, a total of 323, showing a marked decrease in fatal results from accidents.

—And still they come: a circular issued by Mr. J. M. Foss, Superintendent of the Central Vt. railroad, informs us that Bro. E. D. Nash, in addition to his duties as station master, and having charge of the passengers conductors and brakemen on that line, on the first of October will take charge of all the freight conductors, brakemen and switchmen in the yard at St. Albans. We congratulate the brother and know that he is fully competent to handle the additional duties.

—The *Railway Age* informs us of a peculiar incident that has happened during the C. B. & Q. strike: Dan Cummings was one of the brotherhood leaders in the strike when it began, and was located at Lincoln, Nebraska. As it did not succeed he went into the grocery business where he found he could ship goods to better advantage over the C. B. & Q. than on other lines and he did so. For this he was expelled from the Brotherhood and he is now back on the road on his regular engine.

—Brother Ed. Ray, of Division 166, had his left arm so badly crushed on Sept. 29th that amputation was necessary. Brother Ray was running a train on the B. & O. R'y out of Garrett, Ind., and had his arm caught while coupling cars at White's Crossing, about 60 miles east of Garrett. He was not insured, but, fortunately for him, the company compel every employe to take a benefit insurance with the company, and Bro. Ray will receive one dollar and fifty cents per day benefit until able to resume work.

—The *Firemen's Magazine* publishes a letter written by M. E. Williams, and editorially comments upon the same, giving force to the opinions expressed by Mr. Williams, who recites that he is a member of the Order of Railway Conductors. We state, unqualifiedly, that Mr. Williams is not a member of the Order of Railway Conductors, neither has he ever been. There is no such name upon the records of the Order of Railway Conductors as kept in this office. The opinions are undoubtedly those of some man who seeks to throw his influence in what little manner he can to breed dissension and discord in the Order of Railway Conductors, but his efforts will be futile.

—Superintendent A. B. Starr, of the Pittsburgh, Fort Wayne and Chicago road, was arrested at Pittsburgh, yesterday, charged with being criminally liable for the death of Miss Harriet Weyman, killed in a collision at the Federal street crossing one year ago. The suit was brought by the commonwealth under the State law making a manager or employer criminally responsi-

ble for the death of a person in a disaster, where proper precautions to prevent accidents have not been taken. Superintendent Starr waived a hearing and furnished \$5000.00 bail for trial at court. Engineer A. B. Martin, who had charge of the locomotive at the time of the accident, was also arrested and also gave same bail for court.

—The letter published in the October number of the *MONTHLY*, copied from the *Chicago World*, was published by request in order that every brother might know just what kind of a man the member was who would so demean himself and violate his obligation as to slander another through such a sheet as the *Chicago World*. A member of any organization who will publish such an attack is unworthy of countenance or consideration from any man. The proposition to sustain his charge is accepted and we are ready to take the matter up at once. The aforesaid *World* publishes an article in which it says that the Grand Chief Conductor and Grand Secretary were about to sue it for libel, which is untrue, as the concern is utterly worthless, having no financial standing.

—The initial number of the General Manager is on our table. Its publishers say it is to be a humorous illustrated journal of railway travel. It is a well printed paper and contains three colored lithographic illustrations somewhat after the style of Puck, the title page being an illustration of a successful jumper in the person of Mr. E. St. John, of the Rock Island, and in its description of the illustration, the General Manager says Mr. St. John has successfully "jumped" scores of men who, though of ripe years and experience, lacked the "administrative ability" of Mr. St. John, and in closing says: "The record he has made is one of which the oldest railroad man might be proud." Being a humorous paper, we are inclined to think that this is a bit of the General Manager's humor.

—One of the most foolhardy exploits that has recently been recorded is that of a man by the name of Singleton, a switchman on the Vandalia road, who made the wager of half a dollar that he could walk the length of the narrow iron rail which is the crown piece in the roof of the new union station at Chicago. He climbed up the staircase to a balcony in the tower and emerging thence, stepped out on the roof, sixty feet in the air. When about half way across he lost his balance and fell through the thin glass roof upon the floor of the waiting room beneath. It was a busy time at the station and many ladies and children were in the room when the crash of glass was heard, instantly followed by the sound of the body striking in the center of the room. The head of the unfortunate man was crushed to a pulp, and half a dozen people barely escaped from being crushed beneath the falling body.—Exchange.

—We note that the striking engineers and firemen of the C. B. & Q., passed resolutions on the occasion of the strike of the street car conductors and drivers in Chicago, the last resolution reading "that this body will extend their moral and *physical* aid and support in the present struggle of combined labor against monopoly." We remember reading a resolution passed by the New York meeting of engineers and firemen, not a very great while back, in which "they sympathize with the C. B. & Q. striking engineers and firemen, acts of lawlessness excepted." Grand Chief Arthur stated to a newspaper reporter that the order had "no sympathy with acts of lawlessness of any kind, and deprecated such acts if committed." Yet we find the striking engineers and firemen, members of the organization, tender their *physical* aid and support to other strikers. Which expressed the true sentiment of the B. L. E.?

—We are generally willing to accept the situation in which Providence has placed us in this life. Or the one which, by our own degenerate line of policy, we are obliged to accept. Still, there is a feeling which comes to us once in a while that when any deed is performed that is worthy of being patterned after, or anything we really own is borrowed, that although sailing under the color of a "Railway Conductor" still a photograph of one word of credit might be kindly given although the painting would seem to be too much of a gift. We were very kindly mailed a copy of the *Weekly Telegrapher* of Oct. 10th, 1888, published at Vinton, Ia. On the first page, under the title of "Our Scrap Book," appeared a letter from Bill Nye, dated N. Y., Sept. 15th. Now, we are great admirers of Mr. Nye, or at least, his writings, and never having seen this letter we thank the editor of the *Telegrapher*, especially, for this article properly credited to its author. The next heading reads, "The Nights are a Little Longer Growing," not credited either to any author or paper, or publication. We had perused this article a few days before in the editorial column of the O. R. C. *MONTHLY*, for October, and having the original manuscript in our possession, we take a glance once more at the pages and draw one faint but heartfelt sigh to think we cannot sign, Bill Nye.

OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT

56 Third Avenue,

Cedar Rapids, Iowa, Nov. 1, 1888.

CERT. NO.

NOTICE OF ASSESSMENTS NOS. 134, 135 and 136.

Due immediately and Membership forfeited if not paid before Dec. 31 1888.

Two Benefits Paid from Surplus

BENEFITS PAID

Ass't No.	Ben. No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.
183	128	Mrs A. Chapple	Death,	W H Chapple	Pneumonia	Oct. 22	1069	2
184	128	Jerry Haley	Dis'ty	Jerry Haley	Loss of hand	Oct. 22	4409	176
185	130	H M Brundage	Death,	C R Brundage	Pneumonia	Oct. 22	993	168
186	Surp.	F E Sullivan	Death,	E P Sullivan	Accident	Oct. 22	520	55
187	"	F B Atkinson	Death,	L A Atkinson	Murdered	Oct. 30	2477	69

ASSESSMENTS

Ass't No.	To BE PAID TO	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.
134	M A Seals	Death	E N Seals	Consumption	June 26	4116	162
135	Julia Peterson	Death	C Peterson	Consumption	July 20	1936	86
136	Ida Keeby	Death	J H Keeby	Accident	Aug 11	3945	131

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. P. DANIELS, Treasurer

IT IS
IMPORTANT

That every member of the Department should have a certificate of membership on the new form in order to have a legal claim. New certificates which are strictly in accordance with the laws of Iowa under which we are incorporated, will be sent to division secretaries for you as fast as it is possible to make them out. If you prefer, return your old certificate to me and I will send the new one direct to you.

In Memoriam.

Crane, Bro. A. M.—Chief Conductor of Rock Island Division, No. 106, O. R. C., died at his home in Rock Island, Ill. September 9th 1888, at 3 o'clock 3 P.M. after a long, lingering sickness and suffering. He leaves a wife, and daughter and two sons to mourn the loss of a dear husband and loving father. Brother Crane had been railroading for twentythree years most of that time as a conductor on the East Iowa Division, of the C. R. I. & P. R'y. He has been a member of the Order for many years joining when it was known as the Conductors Brotherhood. He became totally disabled from work by being afflicted with chronic articular rheumatism, and gave up his train in July 1888. He being a member of the O. R. C. Insurance he received the amount of his policy, \$2,500 with which he bought a nice home, and leaves his wife and children a place of their own. Brother Crane was also a member of Jno. Buford Post, G. A. R., and Davenport lodge No. 37 A. F. and A. M. which latter lodges by his own request, conducted the funeral ceremonies, with the Buford Post G. A. R. as an escort, on September 11th 1888.

At a regular meeting of Rock Island Division No. 107, O. R. C., held in their hall September 16th, '88, the following resolutions were adopted.

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to again visit our ranks and remove therefrom our beloved Chief Conductor, Brother A. M. Crane, to his Grand Division above, where no more pain or sorrow is known, and

WHEREAS, We do most humbly and with reverence, bow, to the will of our Grand Chief Conductor of the Universe, in this time of affliction of our division and the bereaved family therefore be it

Resolved, That the heartfelt sympathy of this division be extended to the family of our deceased brother and may He who never sleeps watch over and care for the widow and orphans, and

Resolved, That the thanks of his many brothers in P. F., be extended to the many friends who did not forget him or his family during his sickness, and in showing many favors and acts of kindness, which words can never express thanks for, and be it further

Resolved, That our charter be draped for thirty days in memorial, and that a copy of these resolutions be spread upon our minutes, a copy presented to the family and published in the CONDUCTORS' MONTHLY at Cedar Rapids, Iowa.

JNO E. BAKER.
C PERRETT,
L. E. COURTNEY,
Committee.

Camere—At a regular meeting of Defries Div. No. 88, Order of Railway Conductors, the following resolutions were adopted:

WHEREAS, It has pleased our Most High Grand Chief Conductor to remove from his home circle, Arthur Camere, brother of our esteemed brother, Edward Camere, of Div. No. 88,

WHEREAS, Although not a brother fraternally. All that knew him felt that there was a brotherly love existing between them

Resolved, That the heartfelt sympathy of this division be extended to our brother in his sad bereavement.

Resolved, That we sincerely condole with the family of the deceased in this their hour of sorrow.

Resolved, That these resolutions be published in the CONDUCTORS' MONTHLY and a copy of the above sent to our afflicted brother and his family. By order Defries Div. No. 88.

Riviere Du Loup, P. Q. Aug. 23 '88.

ORDER OF RAILWAY CONDUCTORS.

Wilson, A. H.—At Post Jarvis, N. Y., July 22 1888, Bro. A. H. Wilson departed this life, and at the regular meeting of St. Louis Division No. 3 held on the 26th day of August, 1888, a committee composed of the following Bro's, viz J. B. Nitchman, R. E. Fitzgerald, Geo. W. Wulff, Wm. F. Lewis and J. M. Babcock were appointed to draft resolutions in respect to his memory: who made the following report, which was adopted.

WHEREAS, It has pleased the Supreme Chief Conductor of the Universe to take from our midst a brother, who has done faithful service, and whose loss is most keenly and deeply felt by every brother; and

WHEREAS, In all the relations and dealings of our worthy brother's ever active life: he has performed his duty to mankind faithfully and well; and

WHEREAS, It is our desire that a remembrance of the many good qualities of our deceased brother be placed in the records of this division, so that those who are to follow us in our work, may be reminded of those who have departed; be it therefore

Resolved, That in the death of Brother Wilson this division has lost one of its most worthy and energetic workers; one whom we respected and delighted to honor, and our memories shall be fraught with grateful remembrances of his worth. That St. Louis Div. No. 3 has lost an honored brother, and the Order of Railway Conductors an ardent supporter and faithful advocate; and the community at large a citizen of ability and of sterling character

Resolved, That we tender to the bereaved widow our heartfelt sympathy in these hours of sorrow and distress

Resolved, That the charter of this division be draped in mourning for the period of thirty days. That a copy of this preamble and resolutions be spread up on the minutes, and a copy sent to the CONDUCTORS' MONTHLY for publication

J. B. NITCHMAN,
WM. F. LEWIS,
R. E. FITZGERALD,
Geo. W. WULFF,
J. M. BABCOCK,
Committee.

Phillips, G. C.—Hall of Des Moines Division No. 34, O. R. C.

WHEREAS, Division No. 34 has learned of the death of Brother G. C. Phillips, only son Arthur, who was stricken down in early manhood at the age of twenty years, therefore be it

Resolved, That we tender Brother Phillips and his afflicted family our sincere sympathy in their great loss in the death of their very worthy son, and while we recognize the impossibility of reaching the depth of such sorrow, we ask of our warm and true friend the privilege of sharing his grief that we may lighten the burden of his affliction, and be it further

Resolved, That we forward a copy of these resolutions to Brother Phillips and his bereaved family, also to the CONDUCTORS' MONTHLY for publication, and that a page in our Record Book be set apart for engraving the same

By order of the division.

H. CASE,
Sec
O. T. JOHNSON,
HOWARD CASE,
WM. T. RICH,
Committee

To the officers and brothers of West Philadelphia Division No. 102, Order of Railway Conductors, Gentlemen:

WHEREAS It has pleased Divine Providence to remove from our midst; our beloved Brother Edwin N. Seale,

Resolved, That while we bow with humble submission to the will of Divine Providence we deeply mourn the loss of one, who in the prime of life and manhood has been removed from among us,

Resolved, As a mark of profound respect for his memory our charter be draped in mourning for the space of thirty days,

Resolved, That a copy of these resolutions be presented to the family of the deceased, that they may have a lasting evidence of the esteem and love we entertained for him.

Resolved, That a copy of these resolutions be sent to the RAILWAY CONDUCTORS' MONTHLY for publication.

A. H. MCCAULEY,
WM. J. MAXWELL,
WM. A. BINGHAM.
Committee.

Abbe. Wm.--At a regular meeting of Clinton Division No. 33, O. R. C., held in their hall Sunday September, 2d 1888, the following preamble and resolutions were adopted.

WHEREAS God in his wisdom has seen fit to take unto himself, our worthy Brother, Wm. Abbe, who met with an untimely, and violent death, while in the performance of his duty at conductor for the C., F. & C. R'y. near Streeter, Ill., the 5th day of August, 1889.

WHEREAS, It is befitting for us on this occasion to offer our tribute of respect to our departed brother, and tender our heartfelt sympathy to the bereaved widow and orphaned children,

WHEREAS The various organizations of railway employes turned out en masse to express their respect and sympathy for Brother Abbe, and his afflicted family, by their attendance at the funeral obsequies, which were conducted by the "Knight Templars;" therefore be it,

Resolved, That by the death of Brother Abbe, Clinton Division, No. 33 has lost an earnest, and worthy member, and his mourning family are deprived of a kind and indulgent father, whose vacant seat in our division will ever remind us of the dangers that surround us; that in the "fullness of life we are in the midst of death."

Resolved, That, to the widow and orphans we offer our heartfelt sympathy in this their hour of affliction, and tender them our aid and protection in a time of need.

Resolved, That we appreciate the sympathy and respect shown by the B. of L. F., B. of R. B., switchmen and other railway employes, and will ever be held in grateful remembrance the generous manner in which they responded to the promptings of a kindly spirit.

Resolved, The thanks of this division are hereby tendered to Brother Fraser, of the C. S. F. & C. R'y., Bro's. Crosby, Fenton, Shattenkirk and others for courtesies rendered.

Resolved, That our charter be draped in mourning for a period of thirty days; that these resolutions be spread on the minutes of this meeting, and that a page in our minute book be dedicated to his memory; that a copy of these resolutions be presented to the widow, and published in the CONDUCTORS' MONTHLY and a Clinton daily paper.

JOHN A. PERRY,
F. O. HICKS,
WM. H. CROSBY,
Committee.

Strain, Mrs. T. B.--At a regular meeting of Brookfield Division, No. 194, O. R. C., held July 15th 1888, the following resolutions were unanimously adopted,

WHEREAS, God in his wisdom has seen best to afflict our worthy brother, T. B. Strain, by the death of his wife, therefore be it

Resolved, That Brother Strain and his little daughter have our sincere sympathy in their great bereavement. We realize the fact that their loss is very great, but "God doeth all things well," and there is comfort in the thought that she is now at rest, where sorrow and sickness can never come.

Resolved, That a copy of these resolutions be entered upon the records of the division and a copy sent to the CONDUCTORS' MONTHLY for publication.

J. L. BIRDSALL,
J. J. BRYANT,
J. W. WAYLAND,
Committee.



A MERRY CHRISTMAS.

THE RAILWAY CONDUCTORS'

MONTHLY.

Volume V.

CEDAR RAPIDS, IA., DEC. 1, 1888.

No. 12



WILLIAM HENRY INGRAM.

WILLIAM HENRY INGRAM.

The brother whose likeness we present this month is well known to all the older members of the Order. Brother Ingram was born the 14th day of February, 1849 and is therefore 39 years of age. It is said that this was the first valentine that caused his parents any serious consideration. He is the oldest of eight sons and was born in Hamilton, Canada. His parents were Irish-Canadians, and he is therefore a genuine "Canuk."

He remained at home assisting his father in farming, and afterward in a hotel and general store, receiving in the meantime a common school education, until the year 1868, during this year the idea came into his head that he would see something of the world, and make a living for himself, he left home with the blessing and good wishes of his parents, and at the depot his father put into his hand a roll of bills, telling him he would need it, but selecting from the sum offered a four dollar Canada bill he returned the rest saying that if he had so much money he could not tell what he might do or where he would go. His first stop was at London, Ont., where he entered the employ of a wholesale and retail grocery establishment. He remained here but a few months, and then went to Pennsylvania, where he entered the service of the Lehigh Valley Railway Co., as a brakeman on a coal train. He kept this position for about nine months, when he was taken very ill; when sufficiently recovered to do so, he returned home and remained there until he entered the service of the Canada Southern Railway on the second day of October, 1872, where he remained until December, 1887, passing through all the grades of the service,

Brother Ingram was a charter member of Union Division, No. 13, which division was organized in October, 1880. He is now a permanent member of the Grand Division, and served three years as member of the Insurance Committee. He is now in the employ of the Chicago & Atlantic Railway and is located at Huntington, Indiana.

THE DUEL AT COW-LICK HOLLOW,

AND THE WAKE THAT FOLLOWED.

Hev ye hearn about the duel in Cow-Lick Hol-
ler, Josh?

They say't war quite excitin' like—the shoot-
in' fine, b'gosh!

Ther fracas 't war a "stand-up" atween them
Dutch galoots;

An' all ther boys war slick on hand, ye bet
yer yaller boots.

The challenge it were given 'o Sunday in the
shed

Whar Parson Bucks war preachin' an' bobbin'
his bald head.

Hans Zweitzerkase gev Pretzel some name
like Sauerkraut;

An' Pretzel says: "Gott! Himmel!" an' calls
his rival out

At five o' Monday mornin' the boys wur on
the ground,

An' fust-row seats wuz sellin' at prices fat an'
round.

The audience war a waitin' fur the circus to
begin;

An' bets wuz tuck an' offered, 'ith odds on
who 'ud win.

Ole Boggs an' Colonel Principle wuz slingin'
all the style,

An' pacin' off the distance with a weird don't-
touch-me smile.

They wuz handlin' the shooters, an' a ram-
min' down the wads,

An' lookin' high an' mighty like a pair of
heathen gods.

An' Parson Bucks war standin' with a sermon
in his hand,

All ready fur to preach it when the victim bit
the sand.

Josh, he had the look o' angels in the corner
o' his eye,

An' wuz doin' holy horror with an amen sort
o' sigh.

At last, Jim Gleason hollers: "The dewellists
is come!"

We looked; an' cuss my peepers ef we wuzn't
all struck dumb!

Fer the costume thet they sported war the
dumdest lookin' thing

This bloomin' yairth hez witnessed sence fig-
leaf suits fer spring.

Both men war fixed with breast-plates like
mattresses o' hair.

An' ther neck war wound with paddin' so,
jest ther chin war bare;

Ther arms wuz out, but covered with a quilted
chammy skin,
An, dark green iron goggles shut both ther
eyelids in.

"The h—l!" sez Boggs; "is this yer thing a
Prussian dress parade?"

Is Dutchmen at a premium? Does Texas
choose the blade?

Yer won't take shootin' irons! Ye're skeered!
Yer both say no!

W'at boys, then let 'em carve 'emselves! I
give up this yer show!"

Then the faces of the audience showed solemn
with disgust,

Some sot sarcastic silent, and some got up an'
cussed;

An' Bucks, our bald-head parson he paced a
narrow path.

A quotin' bits o' scriptur to smother down his
wrath.

At last he stopped, and pointtn' with his pa-
pers in his hand

To them two German chromos, he sez in ac-
cents grand:

"I kem to see a shootin' an' to order up the
hearse.

Ter preach the fun'l sermon, and ter sing a
solemn verse;

"An' by the great sombrero of the Mexican
Saint Ann!

I'm goin' ter do this business ef I hev ter
shoot ther man!

Do ye hear me? I'n a buzzard, and my
plumes are iled with paint;

I'm a crimson hued dispenser. ef I am a
Christian saint."

Then Ferguson jumpt sudden to his feet and
sez: "My friend,

You'll remember I'm a shoutin', and I'm heel-
ed from end to end,

I hev heard thet once the licker here wuz
stopped by your durned talk,

You wuz preachin' high o' temperance, and
drawin' lines o' chalk.

"An' ever since thet cussedness I've laid ter
get yer cold.

An' now's ther time, my fightin' saint, when
you'll jest loose yer hold;

Fer I'll help on yer journey to ther land of
Holy Writ,

Whar I hopes ye'll find a parish and a halo
that'll fit."

They say ther sight war splendid; thet both war full of sand;	An' Fergusou wur honored with ten candles at his head;
Thet Principle said "fire" in a voice o' deep command;	An' the par-on preached his sermon an' eulo- gized the dead:
Thet the boys war quite excited thar admirin' of old Binks'	An' sed this wur a case, Josh, o' lickie and profanity
An' thet when the thing war ended he ordered up the drinks.	Which had struck a sort o' snag in muscular Christianity. —A. F. Underhill.

ACCIDENTS TO RAILROAD MEN.

The horror which the public feels on the occurrence of such a disaster as that at Chatsworth, Ill., a year ago, or the half dozen other terrible ones within the past two years, could reasonably be repeated every month if railroad employees instead of passengers were considered. There are no accurate official statistics kept of the train accidents in the country, but the accounts compiled monthly by the Railroad Gazette always shows a large number of casualties to railroad men from causes *beyond their own control* (collisions, running off the track, etc.), no mention being made of the large number resulting from the victims' own want of caution. In the month of March, 1887, in which occurred the terrible Bussey bridge disaster, near Boston, 25 passengers were killed in the United States; but the same month recorded 34 employees killed. At Chatsworth 80 passengers were killed; but in that and the following month the number of employees killed in the country reached 97. In both of these comparisons the number of passengers is exceptional, while that of employees is ordinary—From "The Ever-day Life of Railroad Men," by B. B. Adams Jr., in the November *Scribner's*

PICKED BEFORE THE FROST SET IN.

"Oh, mamma," said a little tot on West First street, day before yesterday, "they've got a little baby at Mrs. Blank's house."

"Have they?" remarked mamma.

"Oh, yes, the doctor brought it this morning," gleefully spoke the little girl, with the air of one communicating important information."

"It seems to me the Doctor is leaving a good many babies around here lately," quietly replied mamma.

"Yes, I think so too, but I guess it's 'cos he wants to get them all in out of the woods before the frost comes," and having thus satisfactorily disposed of the question of census in the Second ward, the little girl resumed her play.—*Elmira Evening Star*.

"LITTLE KISSES."

That's what old Bill Jones called her—nothing but "Little Kisses." Kate was her right name, but after her mother died she was all the world to old Bill, and nothing was too good for her and no name too sweet.

Bill was a hard worker—used to cut cord wood for Brown, the station agent, and a very scant living he made at it. Didn't have much of an education; in fact not much of anything—only Little Kisses; but she made up for everything else, and he was very happy as only the poor father of that sweet child.

The sunlight was never so golden as her hair nor the skies so blue as her eyes nor the reddest rose as red as her sweet lips, and for her smile—just think of sunshine, and you have her picture.

Six years old when her mother died, she seemed to realize her loss as deeply as her father did; for she was much older than her years; and at night, his hard day's work ended, when old Bill would take his little girl on his knee by the fireside and make much of her, she would talk about the dead mother in a real womanly way until the tears would gather in the old man's eyes and his voice grow husky as he answered her.

"There, now," he would say, stroking her head tenderly with his hard, yet gentle hand, "don't let us talk about the mother any more, Little Kisses; like enough she's listenin' and she'd be sad to think we was a grievin' 'bout her still."

"Mother's an angel now, ain't she?"

"I shouldn't wonder," old Bill answers. "The Book says so."

"I'm wondering," Little Kisses says, thoughtfully, "what God wanted with her when he had so many angels already."

"I guess He wonders," replies the father, "how He came to let her slip away from heaven an' stay with them as didn't deserve her so long. He's only called her back where she belongs."

Like the "Dagabest" of the famed French novelist, old Bill did all the cooking and washing for his small family until Little Kisses grew old enough to take the household duties on herself, and even then he wanted to assist,

Bill taught her what little he knew about books (which, as I have said, was very little, indeed) at home until she was 12 years old, and then sent her to the village school, where she remained until she was 15.

Old Bill's health began to fail and Little Kisses had to stay at home and nurse him now. Hard work and exposure to the weather

had quite broken him down, and for weeks at a time he could do no work at all. So it was decided she should leave school.

About this time and during one of Bill's rheumatic spells, a party of surveyors came to town. Among them was a young man, Arthur Walton, just 20 years of age and good looking.

One evening when Little Kisses was drawing some water at the well, this young man (he had frequently unseen by her, observed her drawing water before) came suddenly before her and with a polite bow asked for a drink of water.

"Oh! how you frightened me," she said, blushing, and tossing her golden curls backward.

"I'm a brute!" says the young man. "I wouldn't have done that for the world. But, then you couldn't have blushed so prettily if I hadn't."

"What's your name?" says Little Kisses, leaning gracefully on the well and looking at him with sweet wonder, a ripple in her eyes.

"I'm sure it's not near so pretty as yours—it's only Arthur Walton."

"No, the girl says, musingly, and twirling the end of the well rope in her hand. "It's not as nice as mine. Mine's Little Kisses."

The young man laughed.

"There! I knew it," he cried, "and that name isn't half sweet enough for you."

"I know it," said Little Kisses, with conviction. That's what everybody says. But I must be going. Good-bye."

"Oh, I'm going with you," says Walton. "Let me carry the bucket for you, won't you?"

No—oh, yonder comes father. I live right here; it's only a step to the door."

Here old Bill came hobbling up, his ax on his shoulder—for he had managed to get to his work that day. He looked at the stranger and then at Little Kisses; then throwing down his ax with honest emphasis, said."

"What's your business, stranger?"

"I came here to get a glass of water, which this young lady was kind enough to favor me with," replied Walton.

"That's all you wanted?"

Bill didn't wait for him to finish his sentence. Shouldering his ax and taking the bucket from his daughter, he merely said:

"Come home, Kisses, the old man's tired out," and without even bidding the stranger good evening they went into the house.

"An old sorehead," was Walton's remark as he moved away.

Not a word on the incident of the meeting with the young man was said by either as they sat down to their frugal meal that night. Bill was strangely silent and the daughter talked less than usual. But the next evening Little Kisses was at the well again, and, strange to relate, the young man was there, too. And another pleasant chat they had and Little Kisses went away delighted.

Little Kisses had not lacked for sweethearts in her day, but now she had a "real true sweetheart" and she was just as happy as she could be. He had said she was just like the city girls, only a heap prettier and sweeter; he had told her about the beautiful sights to be seen in the city and all the lovely adornments of life, and she was dazzled with the panorama he unfolded before her.

If she was only in the city what a fine lady she could be! Silk dresses and diamond rings and carriages to ride in and servants to wait on her!

Would she go?

Why, of course she would; but she would take father with her and buy him a nice black suit and a beaver hat and a gold-headed cane; and he'd never think of chopping wood for a living then—he'd be above it!

But she musn't take the father with her now—she musn't even tell him she was going. He had lived the old poor life so long he wouldn't believe in any other. No—she must go first; it would only be for a day or so, and then she could come back to him. He'd believe it then.

This was the voice of the tempter.

II.

Old Bill seems wearier than usual as he nears home this evening. But what's the matter there that Little Kisses has no light in the window? The house is strangely dark. But perhaps she was tired and has fallen asleep.

The door is ajar and he enters and strikes a light.

No Little Kisses anywhere!

But lying on the floor there is a letter.

He picks it up and reads it.

DEAR PAPA: He didn't want me to tell you, but I was afraid you would be worried about me. I have gone to the city to be a lady for a day or two. We will come back Saturday and you won't have to chop wood no more. Your own,

LITTLE KISSES.

He had held the small glass lamp close to the paper in order to make out the words.

It fell to the floor with a crash.

Then he sat down in the darkness, leaned his head on his hands, and from his lips came only the words:

"God ha' mercy on me!"

Then with sudden energy, he arose, and looking in every corner of the little house kept calling:

"Come out o' the dark, there, Kisses! You're hiding somewhere now. You hadn't orter fool your old father that a-way. Come out o' the dark, Kisses!"

Then, as if talking to an imaginary audience, and holding out his hands as if in protest, he said:

"Good God! gentleman; you hadn't orter done that—you hadn't orter took her away from me. I didn't have nothin' else but her in all e' God's world! And now she's gone—she's gone!"

Then clenching his fists together, he rushed out into the darkness, going he knew not where.

But he kept muttering wildly as he went, "I'll find her. I'll find her, if it takes till Judgment!"

He reached the station agent's house and entered unannounced.

Mr. Brown and his family were at supper.

The women screamed and rose from their seats, terrified at the strange appearance of the man.

"Bless us, man, what's the matter with you?" cried the startled agent, rising and laying his hand on old Bill's shoulder.

"They've come and gone and took my Little Kisses from me," he said in a choked and broken voice, "and she's gone to the city—some feller's took her off; she's gone!"

Now the women gathered round him in wonder and sympathy, and the strong heart in his breast was strong no more, for he buried his face in his hands, the iron gray locks falling over his bronzed and furrowed brow, and he sobbed like a child.

And then the women wept.

Ah! but they always weep with us.

III.

But where was Little Kisses?

Telegrams were sent everywhere.

No such person had been seen.

The broken-hearted father had wandered half the country over

making vain inquiries for her. And now he had taken to his bed, stricken with a fever.

It was not thought he could survive the blow which had fallen on him, but he told them that he would live till Little Kisses came, and kept calling for her all the time.

One night, when kind and loving hearts were watching at his bedside, there was a low, timid knock at the door, and then a voice :

"Papa, it's Little Kisses—can I come in? Please open the door."

He was sleeping.

But a woman rose, and walking softly to the door opened it.

And Little Kisses came home!

Not the Little Kisses that she used to be ; not the bright-eyed, rosy-cheeked girl of a month ago, for the blue eyes had lost their lustre, the face was fever-flushed and thin, but over the fair forehead waved the gold ringlets with the grace of past days, casting a halo round the sweet face still.

She spoke not a word, but going to the bedside, knelt down and gazed with staring, frightened eyes on the face of her poor wronged father.

And, as if conscious of her presence near him, he awoke, and their eyes met, and while his lips murmured her name softly, the wasted arms stole about her neck and she sobbed on his breast.

"You've come to me, Kisses, you've come home! Long you've been gone, my darling, but you're home at last, thank God!"

"Oh, father! I didn't mean to do any wrong—I didn't mean to leave you ever; but he said he would come back to you right away and make you rich and I didn't know any better. But I stole off from him and came back to you because I love you!"

"Hush, Little Kisses, don't grieve about it now. Maybe I didn't do my duty by you—maybe I didn't treat you fair. But I done the best I knew how; an' hope as how the Lord'll credit me with that. I'm goin' home to meet the mother, Kisses, over the river, where the light shines brighter."

"Don't, don't father! Wait for me and let us go together."

But God would not have it so.

He called the father first.

Yet not long did Little Kisses wait; and the last words that lingered on her sweet lips, ere Death had kissed them cold forever, were:

"I didn't mean to do any wrong; I didn't know no better."—*Atlanta Constitution.*

TICKETS, PLEASE!

The passenger conductor has in many respects the most difficult position in the railroad ranks. He should be a first-class freight conductor and a polished gentleman to boot. But in his long apprenticeship on a freight train he has very likely been learning how *not* to fulfil the additional requirements of a passenger conductorship. He must now manage his train in a sort of automatic way, for he has his mind filled with the care of his passengers and the collection of tickets. He must be good at figures, keeping accounts, and handling money, though the freight-train service has given him no experience in this line. Year by year the clerical work connected with the taking up of tickets and collecting of cash fares has been increased until now on many roads an expert bank clerk would be none too proficient for the duties imposed.—From "The Every-day Life of Railroad Men," by B. B. Adams Jr., in the November *Scribner's*.

*THE RELATIONS EXISTING BETWEEN THE EMPLOYER
AND EMPLOYEE.*

The great question in solving the Labor Problem to-day, seems to us to be, not how far down in the scale of manhood, of dependence, or of degradation, not how lowly the laborer's wages can be reduced, so that a given amount of labor may be obtained at the lowest possible price, as it were, the letting out of every species of employment to the lowest bidder. The result of which almost always seems to be that the employer feels that his profits are accruing from the fact that he is gaining in riches in proportion as the laborer is becoming poorer every day of his life. In early days when manual or skilled labor was in advance of the improvements and requirements of either capital or corporations, or even both combined, this plan, for a while at least, may have worked very satisfactorily to many employers. One reason may have been that the party of the first part, achieving unparalleled success by these methods, looked only to his, or their, personal welfare in these matters, and entirely ignored the self-evident fact which has since thoroughly been demonstrated, that a reaction would ever take place, and never halted long enough from their anxious desire to accumulate the greatest amount of riches in the shortest space of time, to give one moment's thought to the inevitable, which was fast approaching: The education of the laboring classes of truly and unqualifiedly American citizens. If this class of people especially could have been kept, or of their own free will had been content to remain in ignorance; if every one of them

had no inclinations, neither anticipations, of ever becoming aught but the servant of the master, then no labor troubles would to-day be agitating the private nor the public mind of either the employer, the employe, the citizen, or the public at large, and no one yet in a population of sixty million people who has proven himself competent to perfect, let alone carrying out in law, toward even a possible solution of this most necessary problem.

One great and important cause of these disturbing elements to-day, perhaps one might affirm, one of the greatest causes for this state of things, lies in the fact that free America, the boasted and vaunted country of equal rights and free speech, for a decade of years has been the asylum for the listless, uneducated, uninformed and lawless element of every country on this inhabitable globe. In our haste to become rich in numbers we have allowed our strength to materially diminish in national, social and business relations, by our kindness to, or indifference toward, an evil which, if allowed in time to come as in years gone by, may materially lessen our worth and respect both as individuals and as a nation. And in making this assertion let no person accuse us of referring to any person or nationality who have sought the shores of this country for the purpose of bettering their condition, of living here with a due respect for, and observance of, the laws of this country, as made by American people. Many, very many, of these are to-day among our most responsible and intelligent business men, our best members of society, patriots to American independence, an honor to the Stars and Stripes, teachers in art, in music, in sciences, and all that makes American nobility noble. But upon the other hand, thousands upon thousands have claimed protection from our government, who are not willing to use their brain, their hands or their strength to maintain the first principles of a free government, or even maintain themselves. But every effort they may lend in any manner is put forth to supplant the ideas and disseminate the germs of every institution of every government on earth, save the one that they sought cover under when they were offered the olive branch; and they returned the favor by defying the laws of this country and asking us to keep them in comfort and happiness, while they live here in idleness, a foe to our laws and our institutions. When will the law-makers of enlightened America put forth their intelligence and brain work enough to pass some international laws which will keep this class from our shores, and by so doing lessen the labor problem of this great country fifty per cent?

We present these views without fear of successful contradiction, to the readers of the MONTHLY, more in sorrow than in anger, that this is

the true state of the case at this time, only patiently waiting for some great and far-seeing man of one of the important parties of this nation to take up the first step in this more than necessary work.

One more thought and I will tire your patience no longer. To-day we find in many of the important industries of this country a combination of the wealth and laboring element which can not be entirely overlooked. How many of our business firms are composed on one side of the gentleman of wealth and perhaps influence, while his associate is the once poor laboring man, who by diligence in even his common pursuits has, by his inventive faculties or his qualities and knowledge acquired, been able unaided, and by his own exertions made his qualifications indispensable to the prosperity of said line of business. This is no uncommon circumstance, and will continually become more and more abundant as the laboring man advances in education and standard worth, fitting himself for a higher and better position both in the intelligent and monetary circle, where skill, ingenuity, and earnest practical knowledge is needed. It may be that the mechanic, the artisan, even the day laborer, are to-day educating themselves to a plane which is the boon that is nearer the solution of this great labor problem than are even the corporations and monied interests of this country. and we believe that whenever the heads of all these business interests come down anywhere near the inalienable rights of the laboring man, who is willing to do what is right and give to his employer a perfect service throughout, and the employer is willing to accord the same justice which he exacts, then the time is near at hand when Capital and Labor will be where it never has been before, working side by side for the permanent advantage of all our honest business ventures in this boasted land of equality to all mankind.

E. H. B.

CHARITY.

A beggar died last night, his soul
Went up to God, and said :
"I come uncalled ; forgive it, Lord :
I died for want of bread."

Then answered him the Lord of heaven ;
"Son, how can this thing be ?
Are not My saints on earth ? and they
Had surely succored thee."

"Thy saints, O Lord," the beggar said,
"Live holy lives of prayer
How shall they know of such as we !
We perish unaware."

"They strive to save our wicked souls,
And fit them for the sky ;
Meanwhile, not having bread to eat,
(Forgive !) our bodies die."

Then the Lord God spake out of heaven
In wrath and angry pain :
"O men, for whom My Son hath died,
My Son hath lived in vain !"

—Arthur Symons in *Woman's World* for October.

HE NEVER WENT TO LODGE.

It was one of those wild nights you read of in ten novels out of nine.

The cold spring rain splashed viciously against the pane, and the shutters rattled and banged as the frightful gusts of wind swept through the deserted streets.

It was lodge night, but Brother Fay concluded to stay at home for once, particularly as his mother-in-law was on her periodical inspection tour, and spending a couple of days with him.

With a sigh he lolled back in the rocker, his feet on a chair, and a newspaper spread out before him like a screen.

Presently he chuckled and wife and mother looked up from their work inquiringly.

"Rather remarkable case," he explained as he looked over the top of the paper, and with a suspicious twitch about the corners of his mouth, he read aloud:

"A model husband died recently at Cornish, New Hampshire. He had been married forty-three years, and never spent a night away from home."

"Well. I should say he was a model husband," broke in the old lady grimly, "just think of it, Mary dear, forty-three years, and every evening spent at home. No lodges could coax *him* away from his family," she added significantly. "Poor man, he ought to have a monument a mile high," and she sighed deeply.

Brother Fay held the paper a little higher and continued—

"—never spent a night away from home—*he was paralyzed!*"

Without the storm seemed to beat wilder and louder (a habit storms have at such times), while within silence reigned, save the suppressed rustle of the paper, and the "swish" of the thread through the pillowcase the old lady was working on.—*Spur.*

THE BEES AND THE PEASANT.

A demagogue got among the bees and alarmed them by the statement that the peasant who had long cared for them was sapping their life blood. "You toil early and late all Summer long," he continued, "to lay by a store for Winter, and no sooner does the frost come than this bloated capitalist proceeds to rob your hives! You must rebel and show him you are not slaves!"

This was in the Spring. A delegation of bees at once waited upon the peasant and made a vigorous kick. He had little to say in reply,

but as the Summer came on there was great excitement in the hives.

"I have been all over the farm," announced one, "and there's not a leaf of clover!"

"And not a stalk of buckwheat!" added a second.

"Not a thing from which we can extract honey!" put in a third.

It was therefore resolved to call upon the peasant and inquire why those things were thus. He received the delegation kindly and replied:

"My friends, I furnished the hives and planted the clover and buckwheat, and you worked the stock up. While I took a part of your store to requite me, I always left you plenty to live on. As you were dissatisfied I have withdrawn my clover seed and buckwheat and planted corn, and shall deal no more in honey!"

"But we can't eat corn!" cried the bees.

"Ah, no; that is not my concern. Go to the demagogue.

MORAL.

They couldn't find him. He had gone to the fowls to warn them that in laying eggs for their owner they were making the rich richer, and the poor poorer.—*Detroit Free Press.*

HAD IT OUT WITH MARY.

Two ladies were riding up town in a Madison avenue car, and as they traveled were overheard discussing the vital question of their domestic arrangements for the winter—the question of help.

"Yes, my dear," said the first, "I am in the valley of the shadow of new servants. My husband says my hair has turned several shades grayer since the last tour of the employment offices began. It exasperates me every time I see you to remember how long you have had the comfort of that treasure or yours who manages everything for you. I suppose she is still with you?"

"You mean Mary?" said the other. "Yes she is still with me. I couldn't get along without her, but like most treasurers she has gotten completely spoiled. She thinks she owns me and the house, and everything else. They all kept telling me at home that I must say something to her or she would get too high too live with. But I hated to say anything, I was so afraid of losing her. But last week I couldn't stand it any longer and I had it out with her. I tell you I felt positively worn out when I went up stairs, and they all scarcely believed me when I said "Well! I've had it out with Mary!" "

"Did you, really?" asked her friend, much interested. How did she take it? And what in the world did you say?"

"Oh, yes," replied the courageous woman, "I thought it was no use trifling any longer. Even I could not stand such overbearing ways. Oh! I was very decided with her. She was quite dashed, I assure you."

"What did you say?" asked her friends eagerly.

"I looked her right in the eye and said: "Why, Mary!" " and the interpid woman drew herself up with the air of one who has bearded a lion in his den.—*New York Evening Sun.*

THE LEAVES ARE FALLING FAST.

Because the frost has come once again and the life has gone out of the silvery sheen, of the grand old oak, and maple and ash, and every shrub and plant and flower, bow sublimely, yes sublimely, and silently, to the will and the power, and one might almost say the glory of old King Frost. And how suggestive it seems of the great and positive force which almost in one instant changes the course of nature, that great first cause, of all things animate and inanimate, and bidding good-bye to Summer's sun, and beautiful flowers, Ah, sweet, warm gentle showers, to growing corn and fragrant meads, to ripened fields of yellow harvest, the fruits of toil and anxious care, yes, saying good-bye, good-bye then, as if in one breath offering a hearty welcome to the sublime, yet haughty dictation of stern old Winter, who has kindly condescended to allow his nearest neighbor, Autumn, to usher in the coming of the Royal pageant. Not, unheralded, not unexpected, but often unwelcome, to many, who in the retiring days of their pilgrimage in this journey of life, enjoy the softer, balmy atmosphere of the genial influence which beautiful Spring and Summer can only give them. But such has been the mission of this King of Nature's elements; such will be its mission while the seasons come and go, and whether we bow in humble submission to the will of Him who planned and designed this portion of his handiwork, or not, it makes not one tithe of difference, for the laws which govern this branch of Nature's wonders will remain forever unchanged and permanent. Only a few more days and nights then comes the last of the four crowned messengers, that tell the seasons of the year. Then youth and vigor, young hearts and vigorous, healthy manhood seems to vie with the other sex to greet the advent of hill and mountain covered with the pure white emblem of stern and haughty winter, and while the aged and infirm, the sorrowing and the suffering gather around the home hearth, impatiently waiting till the birds and bright green leaves shall come again, youth goes out with renewed vigor, with smiling, cheerful faces and gladdened hearts, to court the sternest type of stern old Winter's carnival; as the skater passes his or her neighbor, and with glowing cheeks and happy mien they signal the unlucky champion to renewed exertions in the race for health and happiness.

Ah, soon will we hear the once to us sweet music when the frost and snow shall surely bring the echo to our ears, the merry sleighbells ring, "The leaves are falling fast," good-bye gentle Spring, good-bye Summer's dream of flowers and ferns, and days far reaching into the

lap of night, and soon it will be good-bye to Autumn with all her beauty, and the colors which King Frost has painted with a painter's touch so delicate.

And will the seasons never return? Oh, yes, forever: as the tide comes in and goes out forever; but they may not come again to you or me. Ah, never! Then if this be true, if our mission be half fulfilled, if the design of our Creator be half exemplified, or our duty done, we must buckle on the armor of loyalty, brotherly love and earnestness in and for a righteous cause, and develop every power which has been given us to accomplish the work set before us in letters so plain that there is no excuse that we can possibly offer for a non-performance of the same; for the days are growing shorter till the buds shall blossom again, and you and I may never live till the Autumn comes once more, when, "The leaves will be falling fast."

E. H. B.

THE MUD RUN DISASTER.

One of the most terrible railway wrecks of this year occurred at Mud Run, Pennsylvania, on the Lehigh Valley Railroad. In which the lives of over sixty people were lost besides the wounding and crippling of many more. After recounting the causes that led to the collision, and reviewing the evidence, the coroner's jury gave the following as their verdict:

We find that the engineers of locomotives Nos. 452 and 466 of the seventh section were guilty of gross negligence, first in failing to discover the red signal in time, the evidence clearly showing that this signal was in full view as their train approached, and secondly for not approaching the station under full control, as required by both the general and special orders. The evidence also shows that the air brakes of the entire seventh section were under the control of the engineer of locomotive No. 466, and that he could have stopped the train in spite of the locomotive ahead, No. 452. We find that the lookout men of locomotives Nos. 452 and 466 were guilty of gross negligence in failing to report to their respective engineers the red light at the station as the train approached. The men were placed on their respective engines as an additional precaution, their special duty being to look out for signals. The lookout man on No. 452 failed to see the signal. The other one on No. 466 testified that he saw it when about 1,500 feet from the station, and yet he reported all right to the engineer, and claims that he did not think that the red light meant anything, as nobody used it. We find that the rear brakeman of the sixth section was guilty of gross negligence, for when

his train stopped instead of promptly going back the proper distance to warn the approaching train he stopped at the station. There was time for him to have gone back nearly half a mile, but he went less than four hundred feet. We find that the conductors of the two sections failed in their duty, the first in not conforming to the rule requiring each conductor to see personally that his brakeman protects the rear of his train, and the second in not requiring his train to approach the station under control."

We believe that every accident of this kind should be thoroughly investigated, and the responsibility fixed where it belongs, but it appears quite evident, from the verdict of the coroner's jury in this case, that it is an impossibility for the average juror, to give an intelligent decision upon these railway cases.

It has been clearly shown by the evidence, that the flagman was not back a proper distance, nor did he in the least obey the special or regular rules provided for such cases. In fact, in his testimony he stated that he did not know what the rules were. So much for that part of the verdict. As to the responsibilities of the engineers of the seventh section, the evidence shows that the speed of the train was slackened when rounding the curve approaching Mud Run station, and the signal for the switch given. Up to this point the rules seem to have been observed, by one of the engineers at least. Every person who has ever ridden on the rear engine of a double header, knows just how difficult it is to see anything ahead, many times for the period of a moment, on account of the smoke and steam of the head engine, and for that reason, the engines should be connected by a hose, and the engineer of the first engine start and stop the train. What excuse an engineer can give for pulling a train into a station in such a manner that it is impossible to stop at any point necessary, especially in following another train, and not knowing positively whether the track is clear or not, is something we don't profess to be able to explain.

The next point in this remarkable verdict, is the holding of the conductor of the seventh section responsible. It has been clearly shown that the conductor was in the rear car of his train giving his flagman special instructions in regard to flagging at the place they were ordered to take water. The rules of the company say that this is the place for the conductor, on approaching stations, namely in the rear car of his train. The jury says that he did not perform his duty by seeing that his train approached the station with necessary caution, yet they accepted as true, the statement that the engineers had the train under control, at least that they had shut off steam coming around the curve. It seems

to us that this does away with the claim made by the jury, that the conductor was not discharging his duty. It is true that under certain conditions, the conductor has authority to pull the cord attached to the automatic brake, but no sane man will insist that those conditions existed in this case, at least not until it was too late to apply the remedy. After the speed of the train had been reduced, in order to see that the switch was properly set, and the engineer had given the signal that all was right, such being indicated by two short blasts of the whistle, the natural supposition would be that a man, (in fact six men,) on the head end of the train could see whether all was right or not, much better than a conductor on the rear end of his train when going around a curve, and attending to other duties which his time card and the special rules issued by the superintendent for the government of trains on this day.

To persons unacquainted with the train service, as carried on by various railways throughout the country, the finding of such verdicts convey a wrong impression and do great harm to innocent men, who many times in the line of duty, are compelled to risk their own lives in order to protect the lives of their passengers. It is a hard lot to be compelled to go through life with such charges as are herein mentioned hanging over one's head when guilty, but to be thus accused, when conscious that he has done his whole duty in the matter is an outrage, and all because men selected to inquire into such cases are not qualified to perform that duty or else have not the courage of their convictions to say what they honestly believe, and so yield to the clamor of a populace suffering with grief over the loss of friends, the cause of which loss they have no distinct idea, and thus a stigma is cast upon the name of innocent parties.

MOTHER.

Where is the light, on earth or in sky?
That is like the light of a Mother's eye?
Hath the fairest star we look upon,
Or splendor of rising or setting of sun,
Glory to thrill us or magic to move,
Like the eyes of a mother illumined with love?

What's like the gloom, the total eclipse
That's sudden surroundeth us, sealing the life
To grave—like silence, save only the cry
Of the wounded soul writhing in agony—
The storm that o'erwhelmeth us cloud upon
cloud

When that eye's peerless glory is veiled by
the shroud?

Are the sweet sounds on earth and in air,
Or those which we deem that the Angels
might hear
Sweet as the love words that tenderly come
Blessing us, guiding us, filling the hours
With beauty and fragrance, as God fills the
flowers.

Whats like the hush, the silence Supreme,
The mid-ocean solitude vague as a dream
That burdens the heart when forever and aye—
We turn from her confined dust, weeping
away—

And O, tell me where hath love holier shrine,
Than the spot where a mother's blessed ashes
recline.

—HELENA.

RAILROADS.

The Penn. R'y Company have placed an order for 1,500 box cars, with a manufacturing firm in Indianapolis.

* * *

The Brotherhood of Railway Brakemen now have about twelve thousand members; their increase last year being about three thousand.

* * *

Conductor Confield, of the New York, New Haven and Hartford, is deaf and dumb; he is in charge of construction work on that line and his defects do not interfere at all with his usefulness.

* * *

Mr. F. Broughton, formerly General Manager of the Chicago & Atlantic, has again made his appearance as the representative of some eight hundred thousand dollars worth of preferred stock. It is held by some English stock holders in the Ohio & Mississippi R'y.

* * *

The surveys which have been projected by the Philadelphia and Reading R'y., to connect their line known as the Elmira, Courtland and Northern with their main line at Williamsport, Pa., have been completed. It is expected that in the Spring grading will be commenced to complete this most important connection.

* * *

On November the 8th the Chicago, Burlington & Quincy railroad declared a dividend of one per cent. which makes a total of five per cent. in dividends declared during the year. Stockholders certainly can not find very much fault in the manner in which they have been treated by this company, as investments that pay five per cent are sought for in every section of the country.

* * *

The "Scientific American" had quite an interesting article on fuel supply, in which the statement is made that at the present rate of pro-

duction and waste in the coal fields, our supply of anthracite coal will last 75 years. This is certainly a very startling statement, and we have no doubt that the gentlemen have thoroughly investigated the matter, and know whereof they speak; we are led to enquire what will take its place?

* * *

Orders have been issued by the Atchison, Topeka and Santa Fe Railroad Company for a reduction of ten per cent in the salaries of the officers and clerks along its line, receiving over fifty dollars per month. Engineers, firemen, conductors, collectors and trackmen are not included in this reduction. We do not understand that the Santa Fe Railroad Company is very much embarrassed financially, but this is to offset the idea of certain speculators obtaining control of the line.

* * *

We have noticed a statement, in some of our exchanges, made by P. J. Bromley, said to have been discharged from the service of the Michigan Central by Superintendent Morford, at St. Thomas, and we have advices at hand which will warrant our saying that his statement of the case is not the fact. In the issue of Nov. 7th of the "Weekly Telegrapher," the organ of the Order of Railway Telegraphers, Mr. Thurston takes up the case extendedly and gives the inside facts in relation to it. It seems that he had his choice and took it and the company have acted fairly with him in regard to it, so we can not see where Mr. Bromley has any opportunity to kick, on account of his leaving the service.

* * *

Charles S. Lee, General Passenger Agent of the Colorado Midland, is quoted as saying that his road, which is now being built from Denver toward the Pacific coast, will probably reach Ogden by next summer. Three hundred miles of track have been laid and are being operated. There are over three hundred more to build to connect with the Central Pacific. Mr. Lee is not reported as having anything to say on the question of whether the line will push on to California, although it is common talk that the coast is the ultimate destination of the Colorado Midland. The road is now being built at the rate of a mile a day west of New Castle, Col. It lies midway between the Union Pacific on the north and the Denver & Rio Grande on the south.

* * *

Thursday, October 25th a new design of ferryboat was launched from the docks of Thomas C. Marvel & Co., at Newburg, N. Y. In the new boat the motor power of the screw has been adopted, and the shaft

is carried the entire length of the hull, emerging at each end; in advance of the screw the rudder is placed, provided with the usual pin for holding it in place, when made to constitute the bow end of the boat, and it is propelled by one engine, and the power of both the pulling power of the leading wheel and pushing power of the rear one; very desirable results are obtained by this system. The engines are entirely below deck and the rooms for passenger carriage are unobstructed by the paddle boxes, a very noticeable feature at present, upon the boats in the bay and river at New York. This certainly makes a decided improvement in the ferry systems.

* * *

The United States Supreme Court has affirmed the constitutionality of the law passed by the General Assembly of Alabama, some two years ago, requiring that all persons employed on the railways within the state be examined as to their qualifications in being able to distinguish colors, and not being of defective vision; such examination to be conducted by a Board of experts. This case was brought at the instance of the Nashville, Chattanooga & St. Louis R'y., to restrain the state from enforcing the law so far as their employes were concerned; the Supreme Court of Alabama having upheld the constitutionality of the law, an appeal was taken to the U. S. Supreme Court, and the decision of the Alabama Supreme Court was sustained by the highest tribunal in the country. This will set at rest the question, that this decision is given with a view to letting the members of the Order of Railway Conductors in particular, know exactly the status of the Alabama color law.

* * *

"We know as a rule that there is nothing to be gained by resorting to strikes. They are the bane of every organization that engages in them. They create distrust and suspicion, engender ill-feeling, and entail misery and suffering upon innocent women and children. It is, and has ever been, the policy of the Brotherhood, to avoid them as much as possible." (Address of Grand Chief Arthur, Richmond). In face of the above is it possible that the organization is willing to assume the responsibility of the position above outlined, and is the last clause of this statement absolutely true? The Order of Railway Conductors, in the twenty years of its organization, has never had a strike and has always been able to avoid them. Are the members of these organizations more radical in their views, or less conservative in their action, than the Order of Railway Conductors? A strike can always be avoided if the proper means are taken and it is never brought about unless it is sought by the organization that projects it.

We notice with surprise that in a recent issue of the "Frog," published in Salida, Col., the editor endeavors to justify the acts of the men, who, after a man had run twenty-eight years on the road as conductor, and the next day after a strike he appeared on duty, and took out his train as condctor, following his usual avocation, that night his house was rotten egged and the word "SCAB" written all over the door; we are inclined to think that the editor has undertaken rather a large job in endeavoring to sustain men who commit such depredations. We had always been led to suppose that this was a free country, where a man had the right to work or not work as he chose, and we can not see where the platform of this man upon which he operated differs in the slightest degree from that recently announced by the Brotherhood of Locomotive Engineers, at their recent convention in Richmond; so long as this man did not interfere with their business they certainly had no opportunity, let alone right, for committing such disgraceful acts.

* * *

The statement of Mr. P. M. Arthur at the Richmond convention that the Brotherhood were willing to submit their claims to any three General Managers in Chicago and abide by their decision, and that on account of the company failing to accept this proposition, they draw the conclusion that the company were in the wrong, would seem to carry an inference which, we believe, is not the exact fact in the case. While it may be exactly true that this proposition was made, there was no such propositton made until after the organization had gone on a strike, and done every thing they could to cripple the road, and other men were in the employ of the company and making fairly good progress, and they were in no condition at that time to go into the matter of arbitration with the employes who had left the service. It is further noticeabel that this proposition was not made at the time the conference was held and it is fairly a supposable case that it was not made until after those who had charge of the strike were assured that the strike was a failure.

* * *

We are pleased to be able to announce to our reades that Mr. H. B. Stone, who has for a long time been Gen. Manager of the Chicago, Burlington & Quincy railway, has been promoted to the second vice-presidency of that company, Mr. E. P. Ripley being his successor as Gen. Manager. This certainly must be very gratifying to Mr. Stone, when the fact is considered that all of the influence that certain organizations could bring to bear had been levelled at him for a long time to drive him out of the Chicago, Burlington & Quincy management. We are amused,

indeed, to see the headings displayed in some of our periodicals of "Stone retired," "Justice at last," etc., which simply shows how easy some men can let themselves down. Mr. Stone's power in the Chicago, Burlington & Quincy management, to-day, is three fold stronger than it ever was when he was General Manager; as General Manager, he managed under the direction of others; as vice-president he takes absolute charge of the traffic management of the company. Mr. Ripley has served a long time with the Burlington company, and we have no doubt that he will make a successful General Manager. The MONTHLY extends its congratulations to both gentlemen on their promotion.

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Shall we run Sunday trains or not, is certainly a very great question and one which vitally interests every man in the railway employment, Rev. William Crafts, of N. Y., is using all his influence to bring about a discontinuance of Sunday work; the MONTHLY has advocated at various times, this line of reform, but we find that it is objectionable to nine-tenths of the railway employes, for the simple reason that it will compel them to spend, at the least calculation, one-half of their Sundays away from their homes and families, while under the present system of affairs they can be at home at least a portion of the day. Now, from this comes another very important fact; in conversation with many railway Managers I find that they make it a rule, wherever it can be brought about, to bring their men home over Sunday or whenever convenient, as they say they believe, that the place for men to spend their leisure hours; they find that men are better, who are handled in this way, and perform better service, thus all are benefited. They find that most of the men who spend the greatest share of their time away become weaned away from home and good society, and it is a line not only detrimental to the men but to their families and the service, and the good results derived from the stoppage of railway trains on Sunday, will depend almost entirely on the use of the time given, on the part of the employe. If the time spent at the outward terminal were spent in attendance upon church service, or anything that would improve their mind or better them for their business, it undoubtedly would be beneficial, for they would receive the rest, and the opportunity to study. But in this line of reasoning we are confronted with the fact that where one man would take up this line, we find may hundreds who do not follow it, and their day's rest is the hardest day's work for them, physically, morally and socially, that they have during the week.

LADIES.

Many of the new imported gowns are made with turn-down collars of velvet or moire.

Copper color and mignonette will form beautiful and artistic combinations for winter dresses and tea gowns.

Plush and velvet are no longer favorites for dress materials. Irish poplins, corded goods, silks and other fabrics have crowded them out.

There is a demand for jeweled side-combs. The most beautiful are of amber shell, the tops being of gold filigree set with diamonds or other jewels.

There is a flavor of barbarism in the newest styles of jewelry, one odd ear-ring having a pearl or colored stone fastened by a tiny link to a diamond and hanging pendant.

Fashion is a capricious dictator. She now declares that the most stylish dresses must have their buttons hidden from sight, or, if they appear at all, must be of immense proportions.

A pretty old custom, especially adapted by lovers about to undergo the agonies of temporary separation, has been revived. When the good-by is spoken, the porte bonheur is clasped with a fond wish about the lady's arm above the elbow, securely locked, and the key pocketed until the sufferers are reunited.

Silver will enter largely into the fashions of the coming season for all kinds of toilet use. Pretty trays are used upon the dressing-tables as hair-pin receivers. Gentlemen will wear oxidized rings set with small stones in turquoise, emerald or sapphire. There will also be an effort made to again introduce the silver case in place of the pretty leather ones that have long been popular. A convenient opera-glass holder has been introduced and bids fair to meet with general approval.

It is simply a silver stick which holds the glass in proper position, relieving any strain upon the arms as when held up to the eyes by the hands in the usual way.

The extreme style in umbrella's for ladies, have very long handles and reach nearly to the shoulder of a lady of ordinary height. The rain umbrella, is of silk with large and long oxidized silver handle, heavily chased, and is gathered up in the arm a la militaire. A winter umbrella is of any shade to match the costume worn, and is exceedingly stylish. The handle is much larger than the first, and at least two feet long, but is very light, being made of tinted bamboo and capped with gold. The interior of the handles are capacious enough to apply to many purposes. Fashion makes no record thus far of any special ones adopted.

In house furnishings the latest craze is for beautiful and costly lamps. Here is a description of one that will suffice: It stands just five feet high, higher than your head if you are a petite woman. Its upright is of old silver twined with vines done in bright silver and bearing bunches of berries in yellow gold. On one leaf crouches a tree toad wrought in green gold, with emeralds for eyes and garnets and moonstones glittering from the enamel of its back. The bowl of the lamp is of oxidized silver, with ivy leaves in a new amalgam of gold and silver standing out on it in bold relief. The lamp-shade spreads like an umbrella, and is made of long, curling ostrich plumes, each one thick, heavy, pale green, specially chosen and very costly. The whole fleecy pagoda is lined with an inner shade of ostrich plumes in dull gold. The lamp is worth several hundred dollars.

DRESS REFORM.

Mrs. Annie Jenness Miller, the able exponent of dress reform, has been giving a series of lectures on the above subject to the ladies of Chicago, and has demonstrated clearly to the minds of all thinking women that the cause she advocates is not a passing fad, and clothed in garments such as she advocates was voted by all those present as being the best and most artistic dressed woman in the audience.

The only drawback we see to the adoption of Mrs. Miller's ideas, is the expense of the materials to be used, for in order to get the full benefit and not destroy the lines of beauty some soft material must be used. The union garment made of very fine soft wool or silk is to our mind the perfection of everything heretofore offered for ladies wear.

FRATERNAL.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY Cedar Rapids, Iowa, plainly written on one side of sheet only, and they should reach the office no later than the 15th of the month previous to that on which they are expected to appear. *Name of author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions.

C. S. WHEATON *Editor*

LOUISVILLE, KY., Oct, 10th 1888.

EDITOR MONTHLY:—At a regular meeting of Monon Division No. 89, I was elected correspondent of the MONTHLY; although I tried to convince them they had made a bad selection, they insisted that I make a trial, and I expect that after they see this letter they will agree with me that they wanted some one else.

We have a large division, and most of us think a good one. Our membership is now one hundred and fifty-three in good standing, and while we are scattered all over the United States, we are proud to say, they all fly home to roost once a year if possible. We meet every Sunday morning and generally have a good attendance. Monon has done good work in the last year, especially in taking care of and assisting unfortunate brothers and their families; some have been injured and one or two killed, while others have been sick, but thanks to our worthy C. C. and Secretary none have come to want. We have paid out in this way and sent to other divisions over eight hundred dollars in the last nine months, and still have a nice little sum on hand. We expect to make a report this year that will equal any in the Order. I regret to see the lack of interest displayed by some members of the Order, also the brothers expressing their different opinions so often in public. It strikes me, brothers, that now is the time of all others to pull together. All personal interest must be set to correspond with the interest of the Order, and every brother should feel that the reputation and future success of the Order depends on how well he performs his duty to it.

We are confronted by questions just now of vital importance to every one of us. Questions that must be carefully handled, and that require a great deal of thought. The Order is to-day prosperous and in better condition than ever, and doing a great deal of good work, and if it don't do better work and more of it and succeed in every sense of the word in the future, it will not be the fault of Monon Division.

Quite a number of our members attended the Union meeting at St. Louis, and they report a very pleasant and profitable trip. Our Chief Conductor made himself heard I understand, and it is unnecessary to say, his usual sound and convincing argument was listened to with marked attention. The Union meetings are certainly very beneficial as they bring the members together better, and create more interest than any other plan heretofore offered. We are to have one in Louisville so Brother Wheaton has promised just as soon as the time can be arranged, and to all brothers who will come and meet with us we guarantee a pleasant visit.

I notice a lengthy letter in the Journal this month, addressed to the Order of Railway Conductors, and copied from the "Chicago World," and signed by "A Growler." Truly the writer should be numbered among the pack of Barking dogs, and I wonder why this brother don't go off and die. Why come out in a letter like this and create discord and ill feeling? Why publish to the world the fact that he is not satisfied with our Grand Officers, for other organizations to make capitol of. If he don't like the Order or the way the Grand Officers do business I think

he should step down and out. Brother Growler, kick at the proper time and place, or don't kick at all, and above all things it was a constituted majority that put the officers in, and you have agreed to stand to and abide by the will of such. The Grand Officers cannot please every one, and it must not be expected. Chief Arthur don't please all his men, T. V. Powderly cannot please all his men, but they keep it to themselves. You don't see any engineer writing a long letter to the public condemning his leader. Instead, let any man say aught of Chief Arthur in the presence of a B. I. E. and see how quick he gets into trouble. Brother Growler, this won't do, we must support our Grand Officers now, so long as they *are* our Grand officers, and I have just enough confidence in Grand Chief Wheaton to think that if we will just give him our assistance he will bring us out on top in the end.

The October MONTHLY is all right, and I find in it valuable information for all.

Yours truly in P. F.

H. S. REARDEN.

EMPORIA, KAN., Oct. 4, 1888.

EDITOR MONTHLY:—I was not fortunate enough to be able to attend the 20th annual convention of our Order held in Toronto. Brother J. C. Weeks, "than whom there is no better man in the organization" represented Division No. 11, in this convention. He can look at and determine the merits of a question with as little prejudice as any individual, it matters not who he is, nor where he comes from. His report of this convention differs materially with that of "Growler's", in the "Chicago World." Who is "Growler?" Why does he not come out from under his non de plume? Why not throw off his mask? Is "Growler" a member of the O. R. C.? If so, has he the welfare of the Order at heart? Does he think that he will be able to promote the interests of the Order by attacking it in the columns of a newspaper that have no sympathy for the Order? Does not "Growler" know that he will never accomplish anything by fighting? If he was a representative to the 20th annual convention no doubt he championed the cause of some other aspirant for the office of Grand Secretary and Treasurer. No *doubt* of it. No one questions his right to nominate or second the nomination and subsequently vote for whom he pleases. Why not abide by the will of a constituted majority of the Order? Fair criticism is a privilege and God given right that every American citizen enjoys. "Mud throwing" is never warrantable, and ought not to be tolerated. Libel and slander is not *free speech*! If this fault finder had the love of the Order at heart, that love that knows no bound, that fills the soul unutterably full; that love that wells up in the heart and fills his soul with charity! his time would not be occupied in writing "Growler" articles for the press at least. The public cannot redress your grievance. What does a man want to parade a family disturbance before the public for? To be laughed at? That's all. Come now, "Growler," let us reason together. There are too many growlers in our Order now. We need to be more self-reliant. We want to enlarge our store house of charity, and fill it to the brim. If a brother goes wrong, tell him of it, but don't parade his faults before the public. We will never gain anything by growling and fighting each other. We all know the proper course to pursue, in case a brother has done wrong. Why not pursue that course? The Israelites were forty years getting into the Promised Land, and we will be one hundred and forty getting in sight of it if we don't quit our grumbling. Possibly "Growler" does not belong to the O. R. C. Well, in that case, I have not one word to say. He is at perfect liberty to say what he pleases, and do what he pleases, yet I must say, that it is a question in my mind, whether it is right for a member of one organization to attend the conventions of another Order and then attack the Grand Officers or members of that Order in the columns of a newspaper under an assumed name. "Our lives are short and time is fleeting," and the more time we consume wrangling the less time we will have to devote to higher and nobler purposes.

Yours in P. F.

T. R. MOTTER.

MANCHESTER, VA., Oct. 10, 1888.

EDITOR MONTHLY:—Please allow me space for a short communication, as time and circumstances have been such as to delay my writing you.

Richmond Division, 152, are getting along as well as could be expected, with one exception; it seems impossible to impress the importance of prompt attendance upon members. We manage to have a quorum, and sometimes a good attendance out of a membership of seventy-five or eighty. I have cited to my members in every possible way I know, the importance of their presence in the division room and we have some members who seem very indifferent about it; and whenever they have an opportunity to attend and don't, and those who do go and pass such resolutions as are necessary, from time to time, for the good of the Division and the Order, the members who will not or do not go are the first ones to kick about what was or was not done.

I find that Division 152 are not alone in this difficulty and we would be glad to have some suggestions from some of the various divisions and members how to remedy this great evil.

I will also state that we have at every meeting a circular from some division, calling for help for the destitute family of some brother, I will say that Richmond Division 152 are always ready and willing to help any good cause, but I do think our Mutual Benefit Department has provided one of the best insurances now in existence, for conductors, and that they ought to provide for themselves, and when they become unable, through sickness or other causes to meet their assessments they should call on their division to help them and not let them forfeit their membership, and I do not think there is a division of the O. R. C. that would not pay the assessment or assessments, as the case might be, and keep the brother in good standing. Now, brothers, how important it is to go into the Insurance and provide for your families and in so many cases provide even for yourself, and avoid having your division send circulars out calling for help for you or your family. You do not need it to-day; you are here to provide for yourself, but let you be taken away to-morrow and you know not what their wants may be. Provide to-day for you know not what to-morrow may bring forth. Now, brothers, take this matter up with a new spirit, put your shoulder to the wheel; it is a good work; let every man do his own part and make the burden light on all, and I do urge on every brother in the most prayerful manner to attend your divisions, help your officers, come to every division meeting with good counsel in your hearts, with a spirit, vim and good-will do your part and thereby help others to do theirs.

Yours truly in P. F.,

E. T. MORRIS, C. C. 152,

MACON, GA., Oct., 15th 1888.

EDITOR MONTHLY:—I do not know of any better way of beginning this note than by informing the brothers through the MONTHLY of the recent changes on the Georgia Central Railway. August 1st Superintendent Theo. D. Kline, of the Southwestern Division resigned to accept the position of General Superintendent of the Mexican National Railway. September 1st Superintendent W. W. Starr was transferred from the South Carolina Division to the Southwestern Division, Mr. D. D. Curran Train Master of Savannah & Western Division was promoted to Superintendent of the South Carolina Division; Mr. A. C. Jones Yard Master at Atlanta promoted to Train Master of Savannah & Western Division. October 1st Mr. S. C. Hoge, Train Master of Southwestern Division resigned to accept a similar position on the Georgia Southern & Florida Railway (the Suwannee River Route.) Mr. E. E. Anderson, Train Master of the South Carolina Division transferred to the Southwestern Division and Mr. J. C. McMaster, Traveling Passenger Agent, appointed Train Master of South Carolina Division. In the above changes two members of the Order have been promoted, viz, Mr. D. D. Curran, of Montgomery Division, No. 98; Mr. J. C. McMaster, of Augusta Division, No. 202. And while the occasion seldom occurs which give us an opportunity to record such events, still we can but hope that this is but a beginning which will have no end. And also that the general managers of this section have at last found out there are men employed in the train service who are capable of filling

any position which may be in their power to give. Now brothers this should be a lesson for us all and remind us that we are all in the line, and by properly serving the company by whom we are employed we may reasonably expect a call when the vacancy occurs. I believe the time has come when we should look well to our positions as conductors, and not to allow the outside to dictate what we must do. You are in charge of the train, and as such you should never forget the fact that you are expected to serve the company's interest first and always, and in doing so you will add laurels to your crown and also add credit to the Order of Railway Conductors. We have received the Revised Constitution and distributed them, but did not have enough to go all around, so have ordered more. Brothers far and near the Grand Division has seen fit to have this large number printed thereby causing considerable expense, and it is reasonable to expect you will spare enough of your leisure time to read them and see that your division meetings are carried on in accordance. It has been asked many and many a time what can we do to make our meetings interesting to the membership. It seems to me that this question could be answered satisfactorily by every member attending every division meeting, he possibly can, and by each being able to tell when the meetings are conducted according to the laws, and also that the other members are complying to the "will of a majority." Surely we have communications which can furnish questions of sufficient interest for discussion and outlining a concerted action by all for one meeting. This would be much better than the one now in vogue, i. e., simply listen to the secretary read them, and I will venture the assertion that there are not five members who could tell what the subject was about, although you are paying handsome salaries to officers to give you this information. The second meeting in the month can be spent by all present giving a detailed report of the membership and their actions in the vicinity, and considering the questions of local interest, which I am free to say will occupy several hours of your time. It is much easier to order than to obey, but I am sincere in my belief that if each member will do his share of the work, there will be less complaining and fault finding in our midst, it has been the writers experience and I believe a majority of the readers will coincide with me that we are too lax of our own interests, and are by far, more apt to find something to say about others than to look to our own faults and of our brothers and lend them a helping hand, or have the guilty punished.

The past two or three years has been spent more in admitting new members than in any other thing by the division to which I have been connected with. Now that we are about at the end of that work, let us turn our attention to educating those we have ushered in the fold to a thorough understanding of the laws and principles of the Order, and then by carefully weeding out the thorns which have grown up amongst us. It is unnatural my brothers for us to expect that we will have a smooth surface or to expect that we have steered clear of all obstructions. There is no ground so pure that will not produce a thorn beside the fairest rose. Therefore we must not expect that all who have been made "Railway Conductors" are worthy to be called brother. The sooner we find out who these men are and correct them and teach them the right way or the division door, we will have a loyal membership. In closing this I wish to ask the editor to give us the MONTHLY and other communications more promptly. The September MONTHLY came on the 11th, and other information came too late to be read at our meeting on the 3rd Sunday of September. For the first time in our history as a division last Sunday, every member but one attended the division meeting, and I think he will learn how to make up in time after paying a few fines. With kind regards to all I remain,

Yours Truly,

J. T. JOHNSON.

SANBORN, IOWA, Oct., 1888.

EDITOR MONTHLY:—In every railway accident whereby there has been a loss of life, the first question asked by the public is "will the party at fault be indicted." This has led me to inquire if an indictment could be sustained in certain cases, as where forgetfulness is the primary cause of the accident. I have been unable to find any decisions of the courts that would throw

light on this subject, and I would suggest, that if any of your readers have knowledge of any such decisions, they will enlighten us. Another class of cases I would call attention to is, where the error was the result of a confusion of the faculties of the mind. And let me state right here if neither of the above can be pleaded as a defense to an indictment, it behooves every railway employee to examine himself and consider whether he may not have a tendency to such faults, or he may some day be behind the bars, although his mind may be never so free from wrong doing. "Negligence is the want of that care which men of common sense and prudence ordinarily exercises in like employments." "Negligence or carelessness signifies want of care, caution, attention, diligence or discretion in one having no positive intention to injury."

In all the reported cases I have read, the party charged at all times full knowledge of his duties and the injury was clearly the result of negligence as defined above. Do not understand me as pleading ignorance of duty a defense for negligence, neither forgetfulness nor confusion of the faculties could exist where ignorance reigned. That is, you can not forget what you never had knowledge of.

However adverse the courts may be in allowing the above to be pleaded as a defense for negligence in the railway service, they have not been loth in finding defences for men charged with negligence in other professions—as for instance, "where one assuming to be a physician however ignorant of the medical art, administers to his patient remedies which result in his death, he is not guilty of manslaughter unless he has knowledge or probable information of the fatal tendency of his prescription, as to raise a presumption of obstinate, willful rashness." Again, "conscientious error of judgment has been held a defense in a case of parents who refused to call in medical assistance for a sick child which died in consequence. They believing that God would heal the sick, and had no intention to avoid the performance of their duty."

I have simply brought up this subject for discussion. If there be anything therein of interest to the readers, I should like to know their ideas in return.

Yours in P. F.,

C. E. FOOTE.

EFFINGHAM, ILL., Nov 20, 1888.

EDITOR MONTHLY:—kindly indulge me the space in our valuable MONTHLY to say something of Division 92, of Terre Haute. Our division has a membership of something over 90. A. J. Lee, the Middle Division "hustler" on 21 and 24 is our Chief Conductor, and Bro. Lovejoy of the E. & T. H. does the short hand part and takes care of the "boodle." Our Ex. Chief, O. E. Raidy, is our efficient train master and makes the company a valuable officer. As you well know the "green carpet" is a valuable adjunct to all well governed railroads, and the inevitable will sooner or later come. But when it does come we know that at the hands of the chief officer of the Vandalia we will receive equity and justice. N. K. Elliott, our superintendent of transportation, is an old hand at the bellows and all the boys say there is no use trying to sing him any "funny songs," for it won't wash. That he goes to the bottom of everything and will have only the truth.

The election being over and in all probability to the winning side satisfactory, we must not forget that before the issuing of another MONTHLY Christmas will be over. In this country as well as all others, some gracious kindly spirit known as "Santa Klaus" or "Kriss Kringle," for whose coming our little ones have waited in impatience, to whose bounty we must not be indifferent as this is a day of all others, when we may enjoy the pleasure and blessing of proving, when charity like mercy "is thrice blessed." That day will bring happiness and joy to millions of hearts. But its special blessing will be lost to those who have not in some way administered to the unfortunate, cheered the sorrowful, and remembered the poor. There should be none upon this earth filled to over-flowing with the good gifts of a bountiful Creator, who cannot rejoice and be happy in the coming of Christmas.

Yours in P. F.

C. H. ARTHUR.

STOCKTON, CAL., October 10, 1888.

EDITOR MONTHLY :—About the only excuse I can offer for troubling you is that after reading our MONTHLY for the current month I feel a little inclination for a friendly gossip with the boys, And I have got the notion that a little more exchange of opinions and ideas through the "Fraternal" column (within bounds) is calculated to be of benefit to the Order.

While I am fully persuaded that both for general intelligence and knowledge of their particular duties, the members of our Order as a body will bear comparison with any body of men on this planet, still it would be folly to believe that we are all thoroughly posted and experienced in all the details of our profession; and it seems to me that some of the older members might occasionally put in a little time to advantage throwing out a few ideas on railroad matters, the results of their experience and observation, which would be of benefit to younger members. I would like to see the time when membership in our Order will be considered evidence of a thorough railroad education, and I believe that we are now well on our way in that direction. We read in the daily papers occasionally, and in different railroad organs continually, exhaustive articles on automatic brakes on freight cars, patent couplings, safety switches etc. But who is so well posted on the actual working of all these things as an observant conductor? And who also is so slow to give to others the benefit of his experience and observation? A little good humored advice to the young railroad conductor, or brakeman just starting out to look for his second railroad might save a bright clever young man from getting the big head. The young man commencing his railroading on one of the best systems of these days has opportunities that many of us lacked when we learned the business. But it is as yet a matter of doubt whether patent brakes, automatic signals, and all the host of other improvements have tended to make better railroad men than the hard experiences of years ago. I remember in the seventies, after putting in some time on a busy double track road, I branched out from home, a boy in years, but an old man in railroad knowledge (self-estimated), with what a patronizing air I looked upon a single track branch line upon which I struck a job, and a little later how reluctantly I admitted to myself the fact that I still had my business to learn, and about every one on that despised little old chair-iron branch was competent to teach me. I tell you boys, it is a big mistake to size up the capabilities of a man by the road he is on. This may seem a lot of talk about nothing, but every man who has many years of experience knows that it is one of the ideas that we have all had to get rid of. And a young man traveling to new roads where the system is different, will never learn anything if he has the idea that he already knows it all, or if he believes that any way different from the method he learned the business is wrong. The best bit of switching I ever saw was performed on a narrow guage road in New Zealand on which a train was run three times a week, by a Highland Scotsman whose conversation would be easier understood by a Digger Indian than by an American. The objection may be raised that O. R. C. men are mostly of somewhat wide experience, but I am not writing altogether for the O. R. C. man of the present, but also of the future. I presume there is nothing secret about our MONTHLY, and I would like to see railroad men generally looking to it for points and pleasure both.

With an apology for stringing this letter out so long, and with no kick to make if it bring up in the waste basket,

I remain yours in P. F.

W. V. STAFFORD.

ONEONTA, N. Y., October 28, 1888.

EDITOR MONTHLY :—As no communication has appeared in the MONTHLY from Chapman Division 45, I will endeavor to drop in a few lines and let the readers know what we are doing. We held our second annual ball October 25th at the Metropolitan Theater and it was a grand success, about one hundred couples joining in the grand march. The ball-room was crowded by the elite and beautiful of Binghamton, Schenectady and Oneonta. The supper was served at the Central Hotel, about two hundred persons enjoying one of the finest suppers ever served in Oneonta. The voting contest for a ladies gold watch between Miss Kittey Thompson and Miss

Grace Crotty, two of Oneonta's popular young ladies, was very close, Miss Crotty receiving 1194 votes, Miss Thompson 1017. Brothers T. White, Baldwin, Miller, Bradt and Donavon did valuable work both before and during the ball, also our C. C., J. Bedford, was one of the most useful members of the party. Brothers H. Evans and H. Judd as floor managers did excellent work and everybody appeared to be delighted and expressed themselves highly satisfied with the ball. In behalf of our division we wish to extend out thanks to Asst. Supt. V. H. Conners and the dispatchers for their kindness in endeavoring to have as many members present as possible.

Yours in P. F.

S. and T.

MERIDIAN, MISS., Oct. 17, 1888.

EDITOR MONTHLY:—Last night I met with a most deplorable accident, which if it does not cost me my left arm, I will be very lucky indeed. Up to about three weeks ago I was employed on C. S. division of O. & C. route, but on account of the excitement caused by the appearance of yellow fever in Jackson I came here to see about my family. While here I decided to work on one of the roads running out of this place. At almost 6 p. m. yesterday, I was walking through the Mo. & N. E. R'y yards here a freight train was pulling in, when near an obscure place some one struck me from behind then shoved me, when I fell, and in doing so, my left arm hit the rail and in a second had been passed over by the wheel of a loaded box car my arm was broken, and we are not sure yet whether amputation will be necessary or not.

I hold certificate 2113 in O. R. C. Ins., and also a policy with R'y. O. and C. A. A., of Ind.

Yours in P. F.

J. W. ECKMAN.

P. S. We are quite sure of saving my arm O. K. now, and if so think that I can be congratulated as one who has an arm that a loaded car cannot mash off.

LINCOLN, NEB., Oct. 4, 1888.

EDITOR MONTHLY:—Not having seen anything from Division 227 lately and wanting an excuse to make a little kick thought I would drop you a line and say that I have been a subscriber for the MONTHLY for some time now, and have never yet received a copy. Will you please look this up and have the party to blame executed at once. I can't think now of anything short of this that will appease my wrath.

Well Bro. Editor, we are alive and doing as well as could be expected under the circumstances, and while misunderstandings that have made it somewhat unpleasant for us, have existed we believe we have to-day the respect and confidence of our employers and their best wishes for our success. And while there are some things in the history of our organization here that we could wish the record did not show, we are willing to turn our back upon all of the past and are determined more than ever that by manly conduct and faithful service to keep our standard where it is to-day, far above that of any other organization believing that time will bring us our reward of numerical recognition. Our division is somewhat small yet, owing to the fact that like the Israelites we have been wandering in the wilderness, but we hope to be in sight by the next meeting of the Grand Division, and make a good showing. In other words, we are headed for the front. We are having accessions to our division almost every meeting from the best of the craft. We are sorry to say we have lost Bro. Baird, having been changed to the South Division, and also Bro. Compton, our Secretary. We shall miss these boys in division meetings for they were all wool and double width.

Freight and passenger traffic on the B. & M., is better than it usually is at this time of the year, regardless of the many advertised boycotts. The Co. is making preparations to move one of the largest grain crops Nebraska has ever known. Additions to the locomotive department in the way of new freight and passenger engines are being received every day, and on the whole it would seem that the Burlington is doing quite well for a scab route.

L.

BY REQUEST OF DIVISION 110.

To the officers and members of Logan Division No. 110 O. R. C.:

Words are inadequate to express my feelings of sincere thankfulness maintained for you for the many noble acts of brotherly love and tender kindness bestowed upon my dear husband, myself and children during the long continued sickness and final death of my husband, Benj. S. Biddell.

My heart is filled to overflowing when I think of your many and tireless attentions and of the great brotherly love that exists among the members of so noble an Order that will continue to administer to the wants of a brother through weeks and months of sickness, and extended the love of a husband and father to the widow and orphans.

Again allow me to return my sincere thanks for the weekly benefits so freely paid me during all the weeks of my husband's sickness and without which at times I could scarcely have provided for the many wants, which, when supplied so much tend to brighten the days of one so long confined with that dread disease consumption.

On behalf of the brothers of my husband, accept their most tender thanks. To every railroad conductor my admonition is, join the O. R. C. that you may be sure of many steadfast and comforting brothers who will ever stand by your families during the trying hours of sickness and death, helping to share your sorrow and lighten the burdens of grief.

May your noble Order ever stand a living talisman of all that is good and noble; comforting the sick and dying brother, smoothing the way till his last "run" is made, then to be re-united in that Grand Division above, where sorrow and death never comes, is the prayer of

Yours Very Sincerely,

MRS. MARY BIDDELL.

ALLIANCE, O., Nov. 10, 1888.

EDITOR MONTHLY:—As it has been some time since I have written anything in regard to Division 177, I will pen a few lines.

The brothers are all on deck as far as I can learn except Brother Sager; he is off with a sprained ankle but is getting along nicely. Brother C. W. Garland was absent visiting in the west, and reports having enjoyed himself very much. Division 177 are making preparations to give a concert the 14th of this month, and the brothers are working hard to make it a success; we never fail in anything we undertake, but always get there, just the same. Brother Gileson, Rayger, R. A. McCord, W. Shaffer, C. W. Garland, R. M. Matthews, F. M. Foster and C. E. Filson, with R. S. Taylor as chairman, are a committee of men that mean business, and all are hustlers.

Business has been very good both in the passenger and freight service, and conductors will draw for October pay for \$110 to \$125, not bad wages for the P. F., W. & C.

Yours truly in P. F., F. M. F.

LINCOLN, Nov. 4, 1888.

EDITOR MONTHLY:—We will while away an hour in giving you a few lines from Division 227. If correspondence has been received from any other brother you can consign this to the waste basket. Our division meets the second and fourth Sundays of each month, and although Sunday often catches many of the boys out on wild runs, we have some good meetings, as was the case last Sunday. Applications are coming in at every meeting. The boys are all taking a live interest in the work and the future of Division 227 is all O. K.

Freight and passenger business is still good on the B. & M., especially the business. The campaign has been a bonanza for the company, but it's tough on the conductors. We have had free trade and protection fired at us so much during the last month that we don't know whether we want to vote for Jeff Davis or Horace Greely.

Conductors Taylor and Alberts are still on 45 and 46, no flies on those lads. Bros. Compton, Score Lyons and Firel are watching the Dutch clock on the main line. Tomy Ryan, an old-timer in the B. & M. service, and a tried and true O. R. C. man, is on the Nebraska City run. Tom has grown gray in the service, and has just as many friends as there is names on the pay roll. Pat Lyman is holding down the A. & N. yet. Pat got cut in two at Hubbel which made him two or three inches shorter than before, but says he is long enough for this country yet. Pat is an old-timer too, and in the language of Old Rip, "May they live long and prosper."

Well, Brother Editor, I will let up for this time. With best wished for the success of our Order and the MONTHLY, I remain very truly yours in P. F.,

SAND HILL CRANE.

EDITORIAL.

THE MONTHLY is published by the Order of Railway Conductors in the interest of their association, and it should be in the hands of every member. The management will endeavor to make it a necessity to every one engaged in train service or in any way connected with it. When the amount of reading matter, quality of material and typographical excellence are considered, it will readily be seen that it is the cheapest publication of its class.

C. S. WHEATON, *Editor.*

E. H. BELKNAP,

W. P. DANIELS,

A. B. GARRETSON,

W. J. DURBIN, *Associate Editors*

With this issue we close volume No. 5, of the MONTHLY, and I trust that our many readers will pardon us if we express some degree of pride in the work that has been accomplished during these five years. We can now stand and look back and see the mistakes made, the struggles passed through, and the trials encountered.

The step from a train to the editorial chair of a periodical, is much greater than but a few can appreciate. Yet, we have reason to believe that our humble effort has been appreciated by some, at least, of our associates and co-laborers in the railway service. From a subscription list of a little over one thousand, we have gradually made our way among the varied periodicals, until that list runs nearly ten thousand copies.

The numbers that have read what has been engrossed upon its pages during these five years we cannot estimate, and no doubt would stand appalled if we had the number, perhaps, that had been influenced in their opinions and acts by contact with it. We believe that every periodical should be an educator to its readers, and one of our greatest sources of regret is, that we are not able to reach more, and educate all that we do reach, so that they may become better and more useful citizens of the country. The MONTHLY has tried to rise above the prejudices of men and lead them from such prejudices as far as possible. It is to be regretted that there is in this country, journals whose simple and sole object is to build a circulation whereby they may live, and are engaged all of their time in their endeavor to cater to the baser prejudices of man, that they may thereby touch his pocket in the amount of a subscription to their paper. The MONTHLY has tried on all occasions to be fair in its statements, honest in the expression of its ideas and faithful to the Order of which it is the mouthpiece. If in these five years we have been successful in helping you to while away a leisure hour, in putting into your mouth an argument for right, justice and manhood, in giving you information which assists you in the transaction of your business, and protect you in your situation, we shall be glad indeed that such has been the case, for this has been our object.

For our many errors we ask your kind consideration ; our MONTHLY

is in some extent a creature of circumstances, and we hope and trust that at no distant date it will be placed in a position where it will take the first rank among the organs representing railway employes in this country, and we come down to the conclusion of the year 1888 with many peculiar feelings. What a history the year would present if written up; each life in itself a history; and we can only ask that our many thousands of readers in accord with the MONTHLY, will scan the past and from it many lessons draw and act accordingly. And when the eventide has come, and you have gathered your family about you in the celebration of the Christmas festivity, always remember that the MONTHLY wishes you a "Very, very Merry Christmas."

THE BRAKEMAN.

On Saturday, October 27th, the Brotherhood of Railroad Brakemen closed the most important session that has ever been held in the history of that organization. We have before us at this writing, the annual addresses of its principal officers, and we cannot but comment favorably thereon. There seems, however, to be a very marked difference between their addresses and that of Grand Secretary Debbs, of the Firemen, who seems to assume from first to last that the Brotherhood of Railroad Brakemen will conform without a moments hesitation to the much discussed and earnestly advocated plan of federation proposed by the Brotherhood of Locomotive Firemen; but it seems from recent developments that they have reckoned without their host, for to the credit of the intelligence of this organization, they have placed themselves on record as against this wholesale amalgamation of railway labor societies, or, in a word, they have declined to have their hands and reputation used to drag the chestnuts that someone else has burned, out of the fire. And yet, this same disciple of federation has the gall to make the statement that a majority of the Order of Railway Conductors are in favor of such federation, when the truth, pure and simple, stares him in the face that a majority of the men he addressed were not in favor of such amalgamation, and as an illustration of pure unadulterated gall this certainly takes the cake.

There is no man in the railway service to-day, who is possessed of ordinary intelligence and an experience that runs back for the past ten years, who does not know the sole aim, object and condition which is sought to be arrived at, and it has been thought by some of these men and they are unfamiliar enough with the temper of railway men in general, to assert that a majority were in favor of allowing themselves to be made tools of by these organizations; but at last, from a very unexpected

quarter to them, they have received their first intimation that the true idea of their scheme was known.

All honor is due the Brotherhood of Railroad Brakemen for their stand, and they are entitled to thrice the amount of credit on account of the attitude of some of their most prominent members, who used all the influence that they possessed, and misrepresented the rank and file of their organization to this extent to have the public and their weak kneed members understand that there was no opportunity for them to accomplish good except in the matter of this amalgamation.

We find on occasion of troubles of other organizations, that they voluntarily doff their coats and rush to the scene of action and address the meetings there, and identify themselves with other organizations, when there was no call, in any case, for them to do so. These same parties have had the unmitigated gall to say that the Order of Railway Conductors have interfered where they had no business to interfere. Suppose the Grand Officers did order the conductors on the C., B. & Q. to assist the company in their late unpleasantness. Is it not true that the prominent officers of the organization of Railway Brakemen did on various occasions, visit the strikers, and then and there assure them of their support and sympathy in their trouble? Now, it is not true that the Grand Officers of the Order of Railway Conductors, in any instance, interfered with their members on the C., B. & Q., for it is against the principles of the Order for them to do so. Yet, it is true that the officers of this organization did so, to the detriment of that organization, and we believe, from the action of the Columbus annual meeting, misrepresenting the organization before the public and before its own members. We have, since the days that we were a brakeman, sympathized with the brakemen in any and all measures which they have adopted for the betterment of their condition, and they have our sympathy to-day, in every such measure, and we feel to honor them for their intelligent and manly action at their last annual meeting; they have made for themselves a record and that record will be a stimulus to the membership as it will also enure greatly to their benefit in adjusting the many matters which will come up during the year, which will benefit the organization greatly.

There is no antagonism between the Order of Railway Conductors and the Brotherhood of Railway Brakemen except that which may be stimulated by these men. All conductors of the country are ready and willing to meet the brakemen half way on any and all matters which are to their mutual benefit. They are co-laborers every day and sharers of the same danger; their sympathy, work and ends are alike in common,

one dependant upon the other. There is not that sympathy and understanding between the other classes; though there is of necessity between the conductor and his brakeman; the brakeman is the conductor's friend, and the conductor is the brakeman's friend, and the attitude of the above mentioned officers for the past year has done much which is to enure to the detriment of the brakemen in any way.

We have refrained during the year from any statement in regard to this matter, as we consider the acts which have led to that state of affairs as unworthy our notice, but at this time, in the face of the intelligent action taken at the Columbus meeting, we feel like speaking plainly to the intelligent brakemen of the country. They will find now, as they have in the past, that their daily co laborers and associates are the best friends that they have. The conductors of the Order have never asked them to pull their chestnuts out of the fire, yet have been willing to give them a helping hand in every instance where they have come jointly together in a matter looking toward their mutual benefit, and are to-day willing to assist them, but are not willing to ask the brakemen to co-operate with them to the detriment of either, and we desire all to understand plainly that there is no difference between the two classes.

The action taken by the brakeman at their last annual meeting carries with it very desirable results, and it is a stinging rebuke to those who have sought to bring antagonism between the Order of Railway Conductors and themselves for the purpose of catering to the whims which were advanced by the other classes. To their honor let it be said that they have stood up in their manhood and said, "that they recognized no man as their master; that they could stand alone and take care of their own interests."

We believe the Brakemen's organization to be a good organization, and we believe if properly handled, conducted and arranged it is an instrument of great good to worthy brakemen, but when that trust and interest is prostituted and becomes subservient to others, and is compelled to take up any action which is to enure to the benefit of others, it ceases to subserve the interest for which it was organized, and we trust, from this day forward, that the line of antagonism which has been pursued will cease, and that we shall have harmony between the classes in the railway service, that each organization will continue on its way, endeavoring to secure the very best results that it can for its membership, and in the future all will profit by the lesson which has been learned in the line of federation of the railway employes of this country, and we believe that every worthy member of the Order of Railway Conductors will unite with the MONTHLY in wishing the Brotherhood of Railway Brakemen the measure of success which it so justly merits by its intelligent action.

B. OF L. E. CONVENTION.

The Brotherhood of Locomotive Engineers held their last annual convention in the city of Richmond, which was one of the largest attended that they have ever held. We are advised by the daily press that a greater portion of the extremely long session was devoted to the federation plan as proposed by the Brotherhood of Locomotive Firemen and endorsed by the switchmen. The final vote on the matter annulled entirely the federation plan by the adoption of a substitute in which the engineers proposed to take care of themselves, but they will not interfere in a case of trouble between other employes and their officers, or will not take a striker's place.

This certainly puts the firemen in a very peculiar position after having assisted the engineers on the C., B. & Q. system and with them encountering defeat in a struggle in which the firemen had nothing to gain and everything to lose, for the sole purpose of bringing about this federation idea or mutual understanding between all classes, they find that history has repeated itself. In a word we are always ready that everybody should help us that desire to and that we can influence to, but we do not propose to help everybody else; the same old platform of years ago.

We have many times asserted before, that nothing could ever be accomplished on the strike basis, for railway employes, unless there was a complete combination and understanding between all classes that man the railway trains. The combination of three and the other two have it in their power to accomplish their defeat. The combination of four and the other one if left out will accomplish the defeat of those who are engaged in the strike. So far as the Order of Railway Conductors were concerned in this matter, we did not care a fig whether there was a federation, amalgamation, or whatever it might be called by the other classes. It was a matter of perfect indifference to us, and we believe to-day that seventy per cent of the engineers throughout the country, who are members of the Brotherhood of Locomotive Engineers, are opposed to such amalgamation; we believe that seventy per cent of the members of the Brakemen's Brotherhood are opposed to such amalgamation, and we believe that ninety-five per cent of the members of the Order of Railway Conductors would be opposed to such an amalgamation were it proposed. In all of our travels about the country, we have, as yet, found just one man, in interviewing perhaps between two and three thousand, who was in favor of such an amalgamation.

Other organizations have been plainly told by the Brotherhood of

Locomotive Engineers, on many occasions, that they would pay attention to their own business and did not desire to accept the assistance of co-operation of others; and at the last annual meeting they were again told by the action of the Grand Division, that such was the case, and I trust that with this repeated telling other classes of railway employes will at last understand definitely, just exactly where the Brotherhood of Locomotive Engineers stand, among their co-laborers, and just how far they are willing go to assist their associates, so that in the future we shall not have any misunderstanding as regards their position.

We are led to recur, in this connection, to a remark of ours, in the MONTHLY some six months ago, in which we said, that we had always sympathized with the firemen; we did at that time; we do now. We sympathize with the poor unfortunate members of the Brotherhood of Locomotive Firemen who lost their situation in their endeavor to assist the Brotherhood of Locomotive Engineers. Time has proven that they merit the sympathy of every candid, thinking man. After having done all they could, and the organization to which they belonged assisting them in every honorable way possible to accomplish that desired result, they are told some eight months after they have lost their situations that, "In the future we will take care of ourselves and you can take care of yourselves." And it is surprising indeed to see the base ingratitude of this so-called leading organization among railway employes, Grand Master Sargent and Grand Secretary Debbs of the firemen, have fought manfully for what they believed to be right, and for what many others in the railway service thought to be the right proposition; they were in earnest and we commend their earnest effort to bring about what they believed to be the best state of affairs in the railway service. It has never been attributed to their organization that they were engaged in unlawful or malicious efforts to bring about a desirable conclusion; their fight has been a manly, straight forward fight. They have hazarded much, trusting to the honor of others, and have found at a late date that they have placed their support on a broken reed.

The action of the Brotherhood of Locomotive Engineers, and the failure to act on the part of the Railway Brakemen after a thorough discussion of the subject matter, by a majority of their Grand Division in regular convention assembled, and we now, after all of the talk, all of the argument, find the case settled at last. Exit federation.

Through a mistake a very important portion of the sketch of Bro. C. E. Weisz, which appeared in the October monthly, was omitted. Bro. Weisz entered the Order with Millard Division No. 104, located at Middleton, N. Y. He has represented his division in the Grand Division three times and at the last annual meeting was made a member of the Insurance committee for three years. During the time he has acted as Secretary of Division 104 and for the past two years he has been Secretary of the State Executive committee of the State of New York. About all that has been gained by that committee has been gained by his influence and hard work. Bro Weisz is one of the hardest workers in the Order and is entitled to credit for the work performed.

SHOULDER TO SHOULDER.

"Close ranks, forward march." How many of the brothers have heard this order given during times that have tried men's souls. We have now reached a very important stage in the history of our Order, and now a command is issued to us in almost the same language and, though it does not mean bloodshed, carnage, homes made desolate and hearts caused to bleed, it does mean to us, honor, self respect, the respect of others and in fact everything that makes life worth living for.

We have arrived at a period in our history, when it is necessary that we should know who will prove true, faithful and loyal to the cause, and who will be found among the skulkers, camp followers and kickers. Never has our prospect been brighter, never was a greater interest manifested in the work than now, but there must be no weak kneed patriots, all must do their work manfully and cheerfully.

So far, during the present year, we have been decidedly successful in the work of the Order, and we believe much more can be done if the brothers will lend their assistance. You must not expect that all the work of the Order can be done by your Grand Officers while you stand idly by doing nothing. Every brother can do something; he can at least show by his presence in the division room, that his heart is in the work, and thus encourage others. It is scarcely possible to judge how much may be accomplished until we all take hold, and work for a common object. We are much better prepared to do this now, than at any former period in our existence.

There is, at the time of writing these lines, but a few weeks remaining of the present year, yet if every member of the Order will only heed and act upon the motto at the head of this article, and stand "shoulder to shoulder," with the brothers of his division and resolve that part of their time at least, shall be given to the work of the Order, we will accomplish what at the beginning of the year we started out to do, make this the banner year of our Order.

No doubt the readers of the MONTHLY will be surprised at the number of obituary notices in this number, and unless they look at the date of these notices may conclude that some pestilence has been among the members of the Order and its friends. We are pleased to state, however, that such is not the case. These notices have been crowded out from time to time by what we considered more interesting, and as a great many complaints were coming in to the office on account of this matter being held over we concluded that we would clear up the accumulated matter even though we had to sacrifice something else.

LEGAL.

Edited by R. D. FISHER, Indianapolis, Ind.

Two abstracts held over from September, viz: Hull v. East Line etc. R'y Co. Tex. S. C. and P. W. & B. R'y Co. v. Rice. Md. S. C.

Carrier of Passengers—Liability for Expulsion—Unreasonable offer of Conductor.

1. In a suit for damages resulting to a passenger by reason of the refusal to carry her child on half-fare rate,

Held, That where a conductor refused to pass a child traveling on half-fare rate because he believed it to be over the limited age, and the mother also leaves the train, she may recover damages if the refusal be wrongful.

2. Where a conductor offers to pass a mother upon her own ticket without her child,

Held, That it is unreasonable in such a case to ask a mother to leave her child.

Gibson v. East Tenn. V. & G. R'y Co. U. S. C. C. 30 Fed. R. 904.

Limited Tickets—Ejection—Measure of Damage—Resistance by Passenger—Mistakes about Tickets.

1. A passenger holding a ticket, the limitation of which has expired, can not insist that the conductor shall take it in violation of a regulation of the company requiring the conductor to demand train fare of persons without tickets, although he may have an understanding or contract with the station agent of whom the ticket was purchased, that it would be received after the time limited on the face of it; and on the refusal to pay the fare ejection from the train was not wrongful. And the measure of damages in a suit for a breach of the alleged contract is, in the absence of proof of any special damage by delay, only the price of the extra fare demanded and paid for transportation to the place of destination.

2. *Held,* That while resistance to the authority of a conductor does not preclude a passenger from recovering reasonable damages for a wrongful ejection from the train, it is his duty certainly where he is in the wrong to submit without resistance, except in defence against impending bodily injury; and, right or wrong, unnecessary resistance will excuse the use of force and mitigate the damages for any injury received.

3. A contract of carriage is made with reference to the reasonable regulations of a carrier for the intercommunication between the agents of the carrier in the transaction of its business; and mistakes should be treated as in other business transactions, as matters for adjustment between the passenger and the proper agent or conductor of the carrier.

Held, Therefore, that when there is a dispute arising on the train about the ticket it is the duty of the passenger, if able to do so, to pay the extra fare, and rely on his remedy to recover it back, rather than to force the conductor to expel him, with a view to suing for damages for a wrongful ejection. And if he insists on expulsion, he cannot recover no other damage than he could recover if he had paid the extra fare or quietly left the train and sued for a breach of the contract.

Hall v. Memphis & C. R. R'y Co. U. S. C. C., Tenn. 15 F. 57.

Failure to Stop Train—Error of Conductor—Damage—Calling Station.—Where a passenger on defendant's train left the seat as the train approached his station, with a view of getting off, and went to the rear platform, whereupon the conductor, looking into the car, failed to see him, and, supposing that he had got off omitted to call the name of the station, and ordered the train, which had not stopped, to move on, whereby the passenger was compelled to alight some five or six hundred yards beyond his station, and in consequence incurred injuries from which he died.

Held, That the company was liable in more than nominal damages by reason of the negligent act of the conductor in charge.

Regulation of Carrier—Excluding Persons of Evil Repute—Gamblers—Liability for Acts of

Held, 1. That railway carriers or other carriers for hire, may exclude from their trains gamblers or monte men, whose evident purpose in taking passage is to ply their vocations; yet if such persons have purchased their tickets, they cannot therefore be refused passage without a return of the passage money which they have paid. (See *Thurston v. Union Pacific R. R. Co.* 4 Dill. 321.)

Held, 2. Where a conductor or agent of a carrier knowingly permit such persons to take passage on his train, vessel or vehicle, and if a minor is swindled out of money by their gambling devices, through the negligence or indifference of the carrier's conductor or servant, the carrier will be liable for the money so lost.

Smith v. Wilson U. S. D. C. 31 How. Pr. 272.

Misconduct of Passenger—Ejection—Rejection—Profane Language.—The law imposes upon a passenger the duty of observing proper decorum, and to observe all reasonable rules adopted by the company. He is not authorized to interpose resistance to every trivial imposition to which he may feel himself exposed that must be overcome by counter-force in order to preserve subordination. As, where a passenger's ticket, by mistake, did not take him to the proper station, and 20 cents fare was demanded of him, which he refused to pay, and he suffered himself to be forcibly ejected, and afterwards entered another car, and while the conductor was making change for him used profane, obscene and ugly language, in the presence and hearing of gentlemen and lady passengers, for which he was again expelled, with no more force than was required by his resistance.

Held, That whatever personal injury he received in consequence of his resistance and violence, should be attributed to his own want of subordination, for which the law gives him no redress.

The C. B. & Q. R'y v. Griffith Ill. S. C. 30 Freeman 499.

Passenger—Time To Board Train—Injury—Infriction.—In an action for damages resulting to plaintiff, who arrived at the defendant's station late, and after hurriedly purchasing a ticket hastened to the train. All the passengers, conductor and brakeman had gone on board.

and as plaintiff attempted to board it, it started, and she was thrown down and suffered injury. Plaintiff knew she was late.

Held, That an instruction implying that she had the right to board the train and should have been given the opportunity by the conductor to get on board safely was erroneous.

Judgment reversed.

Paulits v. N. Y. Cent. Ry Co. 102 N. Y. 208.

NOTE: This question has been decided pro and con by different courts. But whether a company has a right to sell a ticket to a belated passenger who desires to take passage upon a train for which said ticket was purchased, but is about to depart, knowing there is not sufficient time to board it in safety has not yet been decided.

Elevated R. R.—Closing Gates—Signals For Starting—Boarding Train—Injury.—In a prayer for damages resulting to plaintiff wherein a conductor of an elevated railway car, without first having rung a bell or given a signal, attempted to close the safety gates before the train started and while a passenger was in the act of stepping on. The passenger was severely injured by this act of conductor.

Held, That he could maintain an action against the corporation, and for such injury the latter was liable.

Mc Qude v. Manhattan etc., Ry Co.

N. Y. Superior Court.

NOTE:—An almost similar case is that of *Lee v. Manhattan Ry Co.* 53 N. Y. Supr. Court, 260, where, without having given a signal, the conductor shut the gate on Lee's foot as he was stepping on, and while his foot was thus caught, the conductor started the train.

Held, That the company was liable.

Conductor's Police Power—Duty to Protect Passengers—His Refusal Renders Company Liable.

In a suit to recover for injuries inflicted upon complaint by another passenger the court

Held, 1. That the employees of a railroad company constitute the police of the train, and the passenger, from the moment he enters the car, is entitled to look to them for protection in cases of an assault growing out of the disorderly conduct of another passenger or passengers.

2. Where a conductor refuses to interfere at the request of a passenger exposed to violence at the hands of another passenger, the railroad company is liable, and exemplary damages may be awarded.

Flannery v. B & O. Ry Co. 4 Macky (D. C.) 111.

Conductor—Disobeying Orders—Negligence of Train Men—Injury—Damages.—Where a railroad company ordered the conductor of a construction train to allow no one to ride on it; but, disregarding the order allowed plaintiff, who was ignorant of such order, to ride upon the train.

Held, That plaintiff had a right of action against the company and that the latter was liable for injuries resulting from want of reasonable care and diligence on the part of the train hands.

St. Jo. & Western Ry Co. v. Wehler 35 Kats. 185.

BRIEF NOTES OF DECISION.

I.

A railroad company may be charged with exemplary damages for injuring a passenger, if the negligence was so gross as to evince an entire want of care and raise a presumption of the company's conductor or agent's indifference to plaintiff's danger.

Ala. etc. Ry Co. v. Arnold 80 Ala. 600.

II.

A passenger on a train was carried two miles beyond the station at which he should have been left, and in attempting to walk back after midnight sustained mental and physical suffering.

Held, That notwithstanding the conductors negligence in carrying him past the station, his suffering was not an element of damage in the passenger's action against the railroad company, no attempt having been made to secure quarters for the night at the place at which the passenger was left.

Texas etc. Ry Co. v. Cole, 66 Tex. 166.

III.

Plaintiff was unlawfully put off a train at a station thirty miles from his destination late in the afternoon. He had no money. He walked on, and was exposed all night out doors in the rain.

Held, That the railroad company was not liable for the damages caused by his exposure as they were of his own election.

Corrister v. Kansas City etc. Ry Co., 25 Mo. Ct of App. 619.

IV.

It is no avail to one put off a train for insisting upon riding upon a milage ticket, issued on condition that it should not be good on that part of the road when offered, and that a similar ticket was used by another person without objection on the part of the company's conductor will not justify plaintiff's refusal to pay fare.

Oppenchain v. Rivgrand etc. Ry Co. Calf. S. C. *

Rights of Passengers—Detached Coupon—Ticket-Book—Refusal to Exhibit. In this action the evidence showed that the ticket-book originally contained one hundred such coupons, and on each was printed the words, "Not good if detached," and on the cover of the book "Coupons are to be detached by or in the presence of the conductor, and will be accepted for passage only when accompanied by this ticket."

The defendant (passenger) refused to exhibit his ticket-book, or to pay his fare in any other manner than by the detached coupon ticket. Evidence tending to prove that it was customary for conductors to receive coupons without seeing the ticket-book was excluded by the court, and *Held*, That the contract was a reasonable one, that there was no evidence that the company had rescinded or waived any of the terms or conditions of contract, and therefore, the judgment favorable to plaintiff below must be reversed.

Boston & M. R. Ry. Co. vs. Chipman Mass., S. J. C. Sept. 12, 1888.

Railroad—Receiver—Mistake in Issuing Ticket. 1 A railroad company is not liable for any mistake or negligence of a receiver or his agents while operating a railroad.

2. A railroad company, in the absence of an express agreement to do so is not bound to honor or redeem tickets issued while the road was operated by a Receiver.

3. Where a passenger purchases a ticket for passage to another station, but by the mistake of the agents of the receiver, a wrong ticket is issued to him, which mistake he discovers immediately upon boarding the train, and instead of offering the ticket, pays his fare, he has no cause of action against the railroad company when it again comes into possession of its road, for refusing to honor the ticket for a passage to the same station, and for ejecting him from the train for refusing to pay his fare.

Godfrey vs. O. & M. Ry. Co., Ind. S. C. October 10, 1888.

MENTIONS.

—Bro. W. H. Fawcett, box No. 5, Phillipsburg, Kans., wants Nos. 3 and 10 volume 4, of the MONTHLY, to complete a volume. Anyone having them to spare will confer a favor by communicating with him.

—Will any brother knowing of the whereabouts of Jesse R. Seguire, lately a brakeman on the Chicago, Milwaukee & St. Paul, with headquarters at Milwaukee, please communicate with S. D. Chittenden, Secretary of 168.

—The Secretary of 117 desires the address of Bro. C. F. W. Hall; will the brother please communicate his address at once to Bro. Elmer, secretary of that division, or will any brother who knows of his whereabouts please give the information.

—Bro. A. M. Sadd announces the addition of a little daughter to his family, on October 12th. The brother seems a little flighty over the matter, but time will cure this. We hope the addition to this Sadd family will be a cause of joy to both parents.

—The secretary of 22 requests the following members to stand up and answer to the roll call: C. S. Marden, A. D. Smith, J. B. Downs, J. Foley and W. H. Blalock; the members will please communicate their address to the secretary at once and save him and them further trouble.

—The Secretary of 192 would like the address of Bro. C. C. Vicary, of his division, and we trust the brother will communicate his address at once. It does seem very strange to us that brothers will not notify the secretary, of any change in their address, when it is their plain duty to do so.

—The Secretary of 211 desires the addresses of E. H. Brown, C. D. Upson and G. N. Gilbert, all of Stevens Point Division 211. Will any brother knowing the whereabouts of these brothers please communicate with the secretary of this division, or let the brothers stand up and make themselves known until they are counted.

—We have received a very neat invitation and also complimentary ticket to the annual ball of Division 209 at Pocatello, Idaho. It would indeed afford us great pleasure to be present on this occasion, but the business of the Order calls us elsewhere and makes it practically impossible. The members have our best wishes for the success of their enterprise.

—During the last month we received a pleasant call from Bro. Edwards, of Division 91. Bro. Edwards was in Iowa visiting relatives and showing them his brand new wife. While here Bro. Edwards left a subscription for the MONTHLY, and also became very much interested in the insurance. We suppose this was all owing to the new addition to his family.

—The editor of the MONTHLY presents his compliments to the Locomotive Engineer published in New York City, and assures him that he expects to still live and be heard from occasionally in the future, and when the time comes for him to step aside the editor of the Locomotive Engineer will not discover any change in the policy of the Order of Railway Conductors.

—CATARRH CURED.—A clergyman, after years of suffering from that loathsome disease, catarrh, and vainly trying every known remedy, at last found a recipe which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self-addressed stamped envelope to Prof. J. A. Lawrence; 85 Warren St., New York City, will receive the recipe free of charge.—*Adv.* 6-5.

—Bro. J. W. Eckman, of Meridian, Miss., informs us that his arm is now out of danger and as far as known the only inconvenience will be some stiffness at the wrist joint. This, however, we hope may be overcome. We congratulate the brother that the affair was no worse than it has turned out to be, for the loss of an arm is a very serious thing to a man who has to make his living by the use of his hands.

—We are informed that the D. & R. G. has received twenty-five new cabooses, and that they have departed from the old time custom of painting them red, and have painted them pure white. Perhaps they think this will keep the engines out of the rear end better, as they can be seen much further after the paint gets old and worn. We suppose the brothers who get these new cars will feel very fine, and see that no flies roost on them.

—Bro. Lampher of Division No. 43, who a short time since went to Springfield, Ill., to take a position on the Wabash railroad, was killed at Bate's Station, 13 miles west of Springfield, October 6th. He was thrown from his train and run over and a part of the broken brake wheel in his hand told the story. He is highly spoken of by his new acquaintances at Springfield and was favorably known at his old home. He leaves two children and was a member of the Insurance.

—Complaint has come to this office from a Division of the Order that members of the Division refuse to answer communications of the secretary, and have been asked through the columns of the MONTHLY to state their whereabouts, and steadily refuse to make the statement. There is but one way to treat such people and that is to banish them from the Order and take care that they never return. The time has gone by when such things can exist, and the sooner those who are so indifferent understand this the better it will be for the entire fraternity.

—We judge from a letter and clipping received from Michigan City, Division 213, that an epidemic had broken out in that division, in the form of matrimony. Bro. Walter S. Kelly was married to Miss Estella, daughter of Mr. and Mrs. R. S. Nafe, at Fremont, Mich. The second wedding was that of Bro. Charles Bastedo, present secretary of the division to Esther R. daughter of Mr. and Mrs. William Kerr. The couples met at Jackson and proceeded to that great resort of all bridal couples, Niagara Falls, to be absent a week or ten days. The MONTHLY sends congratulations.

—The "Home Maker" Vol. 1, No. 2, has just been laid upon our desk. It is edited by Marion Harland, and the associate editors are Christine Terhune Herrick and Grace Peckham, M. D., and numbers among its contributors Mary E. Wilkins, Catherine Owen, Maria Blunt, Alexander Black, Kate Upson Clark, Hester M. Poole, Margaret E. Sangster, Rose Terry Cooke, Harriet Prescott Spofford, William Falconer, Mary C. Hungerford and others. It is one of the most interesting volumes we have perused for some time. The address of the publishers is 24 West 23rd st., New York City.

—Still another; the following circular has been received at this office: Atlantic & Pacific R'y Co., Office Gen. Supt. Albuquerque, N. M., Western Div. Oct. 9th 1888, To all concerned: Mr. J. O. Dodge has been appointed Division Superintendent, of the Arizona Division, appointment to take effect this date.

Approved, C. W. Smith, Gen. Mgr.

A. A. GADDIS, Gen. Supt.

Brother Dodge is C. C. of No. 85, and it has been our pleasure to become well acquainted with the brother, and we can say truthfully that the promotion is well merited, and we congratulate the company on having so fine an officer. Brother Dodge also has our hearty congratulations.

—The Chicago World in making mention of the union meeting held in Chicago, takes occasion to say that the Grand Chief Conductor and Grand Secretary and Treasurer were counselling with a prominent law firm with reference to the advisability of beginning a suit for libel, against the Sunday World, on account of a letter which was written by a member who represents the opposition to their management. The statement is incorrect; we know full well that it would be a waste of time and money to begin a suit for libel against any such organ as the Sunday World, as they are not responsible, either financially or in any other way. We wanted information as to the name of the writer of the article which we have received, and so the matter rests.

—We are in receipt of a communication from Bro. Hy Shew, dated at Helena, Montana, in which he says that he is doing good work for the Order, and showing the brothers in that section that it is to their interest to subscribe for the MONTHLY. He also states that there is a strong feeling at Helena and Butte City, Mont., for the organization of divisions at those points. We should be very glad indeed to see a division at either one or both of these places, if the membership is strong enough to keep them up, because we believe it would be to the interests of the conductors in that section. Bro. Shew, while at Helena, was the guest of Bro. J. E. Mallon, who has gone into the meat business at that place, and speaks very highly of his entertainment by the brother and his estimable wife.

—The Supreme court of the United States, through Chief Justice Fuller, has rendered an opinion of unusual interest to holders of life insurance policies. Thomas I. Hume died in 1881 totally insolvent but leaving \$35,000 in life-insurance policies, payable either to his widow or children. The administrators and creditors of Hume's estate sought to force application of the proceeds of the policies to the payments of debts. The supreme court holds that the beneficiaries are entitled to the proceeds of all the policies without any deduction whatever on account of premiums paid, holding that a husband and father has a full right to insure his life in the interest of his wife and children, and that where such policies are effected in the name of the beneficiaries they are no part of the estate of a deceased insolvent.

—We received a short time since, a very neat book in pamphlet form, entitled "Barbarina," which gives a very fine and well written description of Santa Barbara, city and county, and enclosed in the book is the card of the well known hotel, "San Marcos," which is under the management of William Wyles. Mr. Wyles was for many years chief clerk at the Sherman House, Chicago, and is well known to many members of the Order and to almost every conductor running into Chicago. He is an experienced hotel man and a friend of the railroad man wherever he finds him. We have no doubt the conductors in California have found this out long since, if they have not, go and see the gentle William and say we sent you, and our word for it you will agree with us in our opinion that he is as pleasant a gentleman as can be found in any hotel in the country.

—A late number of the Locomotive Firemen's magazine has a communication signed M. E. Williams, a member of the Order, dated Tyler, Tex. We have taken pains to hunt up this matter and there is no M. E. Williams, in any part of the country, a member of the Order, and there is no such party as M. E. Williams in the railway service in Tyler, Texas. The only Williams, who, as near as we can ascertain, would know anything about the railway service in that country, and who has from his surroundings and education, always been violently opposed to the Order and its measures, is W. E. Williams, at one time a clerk for Superintendent Golden of the I. & G. N. The statement made by Williams that the best part of the members of the Order were not only willing but anxious to join a federation of railway employes, should such thing be brought about, is, as all brothers well know, a pure fabrication of his own brain, and was meant to catch suckers, but they don't bite this time of the year.

—W. P. Morgan, one of the oldest conductors of the Wabash has been particularly unfortunate during the past year. About five months ago he was called on to mourn the death of his little son, age 5 years, and on October 12th, his daughter Ella, a bright young girl of sixteen, was thrown from a car she was endeavoring to cross, where the crossing was blocked, being compelled to do this as she thought to avoid being late at school, and both of her lower limbs were crushed in a terrible manner. The attending physicians think that amputation will not be necessary, although the girl is badly crippled for life. Conductor Morgan was a candidate for initiation in Division 74, and would have received his first degree October 20th, on the occasion of the visit of Deputy Bro. J. B. W. Johnston, but was compelled to remain at home on account of the serious illness of his infant child, who was not expected to live through the night. We hope that the dark clouds will soon pass from Conductor Morgan's pathway, and when he has been taken into the bonds of brotherly love, the warm hearts and friendly hands of the brothers will make his pathway seem lighter and easier.

—The Chicago, Milwaukee & St. Paul system has made a general advance in the pay of their passenger conductors, over the entire line, to take effect November 1st. The conductors for some time have been laboring with the General Manager to effect this result and the conclusion has been finally reached. Conductors who were running short branch trains for \$75 per month, now get \$1,000 per year, and the main line conductors \$1,500 per year. Mr. Earling has also promised the conductors that as soon as the business will warrant it that they shall have a further increase of salary. In fact it was expected at this time, but through an understanding between Messrs. Earling and Miller and the conductors, a compromise was made with the above named salaries and a promise of the further raise. The Milwaukee has been badly crippled during the last year in its revenues, and to raise the pay of the conductors as has been done, in the face of all this, requires a good deal of nerve and confidence in the men on the part of the managers. We believe, however, that the step taken will be proved a wise one, by the results obtained, and before the next summer rolls around the company will see their way clear to again raise the salaries. This is a very important move and will be watched closely by the managers of the other trunk lines, and we feel confident that it is only the beginning of a move that will place the passenger conductors of this country on the plane that they should occupy. Were the wages of the passenger conductors regulated by the amount of the company's reve-

nue which they handle, as a bank cashier's or other financiers, the pay of these conductors would reach over two hundred dollars per month, which we believe the company could well pay and be benefited thereby. This act of justice on the part of the managers of the Milwaukee road will be more than repaid them by the strong efforts of their conductors in their behalf, in the matter of taking care of their property, and their endeavors to increase the passenger travel of their lines.

—We have received the annual report of Gov. Ogilvie, of the Hamilton prison, which presents some very interesting facts to folks interested in prison statistic. The general features of the reports are, an increase in the number of prisoners over last year, a decrease in the number committed for serious crime, and a decrease in the cost of rations per diem. The following is a table of the number of prisoners committed during the year.

Number in custody Oct. 1, 1887, Males, 21, Females, 17, Total, 38.

Number committed up to Sept 30, 1888, Males, 849, Females, 182, Total, 1031.

Of the above number 59 males and 10 females were under 16 years of age; 359 males and 63 females were committed for the first time. (Of the total number 15 were acquitted and 800 found guilty. Regarding the nationality of the prisoners, Canada's sons and daughters led off with 498, and increase of 126 over last year, Ireland comes next with 202, England 157; 95 enterprising residents of the United States were deprived of the liberty they love, and 54 canny Scots foot the list. Comparative of the effectiveness of religion in keeping people out of jail, it can be superficially gauged by the following records. Of course the total representation of population must be considered. Roman Catholics, 390; Common Church of England, 293; Methodists, 168; Presbyterians, 134; other denominations, 46. Marriage evidently has a steady influence on men, but on women it has no perceptible effect. While 254 married men and 595 bachelors were committed, 95 represents the total each of maids and matrons punished during the year. That ignorance is productive of crime is proved by the fact that of the total committed, 222 could not read or write, 917 unfortunates were intemperate, as against 114 abstainers. Aside from his business as governor of the prison, Bro. Ogilvie is an enthusiastic horticulturist, and at the exhibition was given first premium on twelve varieties of asters. This is a good showing for an amateur who is obliged to compete with professionals.

OFFICE OF RAILWAY CONDUCTORS---BENEFIT DEPARTMENT.

56 Third Avenue,

CERT. NO.

Cedar Rapids, Iowa, Dec. 1, 1888.

NOTICE OF ASSESSMENTS NOS. 137, 138 and 139.

Due immediately and Membership forfeited if not paid before Jan. 31, 1889.

Two Benefits Paid from Surplus.

BENEFITS PAID									
Ass't No.	Ben No.	PAID TO	FOR	OF	CAUSE.	PAID.	Cert. No.	Div. No.	
188	131	Mrs R. H Forbes	Death,	J H Forbes	Accident	Oct. 31	3526	125	
189	132	F A Christman	Death,	Geo Christman	Soft's of brain	Oct. 31	1185	43	
190	133	F B Ryan	Death,	Cornelius Ryan	Consumption	Nov 25	668	90	
191	Surp.	Sarah Weyrick	Death,	F J Weyrick	Consumption	Nov 25	2884	19	
192	"	M R Bennett	Dis'y.	M R Bennett	Loss of leg	Nov 25	1494	10	
193	134	Mrs M A Seals	Death,	E N Seals	Consumption	Nov 30	4116	162	

ASSESSMENTS.

Ass't No.	To Be Paid To	FOR	OF	CAUSE.	DATE.	Cert. No.	Div. No.	
137	Children.	Death	D McCoy	Consumption	Sept 7	2616	29	
138	Mrs Kate Baker	Death	G. Baker	Accident	Sept 13	591	71	
139	Hannah Robinson	Death	P W Robinson	Accident	Oct 4	2544	32	

Claims of Bros. Cole and Hartigan for disability and for death of Bro. A. H. Wilson will be paid from the surplus

Please forward \$3.00 immediately unless a different amount is stamped in red ink.

WM. P. DANIELS, Treasurer

In Memoriam.

McMurray, E. S.—Died at his home, in Marshalltown, Iowa, September 20th, of inflammation of the bowels. Our late brother was a member of Marshalltown Division No. 4, having served as Chief Conductor for three years, and was one of the most influential members of that division. In his lifetime in addition to performing the duties as conductor, he was General Passenger and Ticket agent for the Central Iowa for several years. After retiring from that business he was connected with an Insurance Association, with headquarters at Marshalltown, Iowa. Brother McMurray was delegate to the 18th Session of the Grand Division, and served as a member of the finance committee at that Session. He was one of the oldest members of the Order of Railway Conductors.

O'Brien, M. W.—At a regular meeting of Syracuse Division No. 155, O. R. C., held Oct. 7, 1888, the following preamble and resolutions were adopted :

WHEREAS, Death has again entered our Division and removed from our midst Brother M. W. O'Brien.

WHEREAS, It is befitting for us on this occasion to offer our tribute of respect to our departed brother:

Resolved, That, while we bow with humble submission to the will of the Most High, we do not the less mourn for our brother who has been taken from us.

Resolved, That, in the death of M. W. O'Brien, this division has lost a true and worthy brother, and the community an honored citizen.

Resolved, That, our charter be draped in mourning for thirty days, and a copy of these resolutions be sent to the widow of our late brother, and to the CONDUCTORS' MONTHLY.

G. D. GIFFORD,
H. DARLING,
B. HART,
Committee.

Walden.—The infant son of Bro. and Mrs. A. A. Walden, aged two months and one day.

"There is a reaper whose name is Death,
And, with his sickle keen,
He reaps the bearded grain at a breath,
And the flowers that grow between."

Cook.—At a regular meeting of Monon Division No. 89, Order of Railway Conductors held Oct. 7th, 1888, the following resolutions were adopted :

WHEREAS, God in his infinite wisdom has seen fit to call from life the beloved wife of Brother T. O. Cook, Conductor on the St. Louis, Arkansas and Texas Railroad.

Resolved, That our heartfelt sympathies are tendered Brother Cook in his deep affliction, hoping he will find consolation in the thought that the deceased had always proved a true and loving wife, that though gone from earth her memory will be cherished by all who knew her.

WHEREAS, The conduct of Mr. H. R. Charlton, Train Master, of St. Louis, Arkansas and Texas Railroad in tendering Brother Cook a special train to take him to the bedside of his dying wife is deserving of the highest praise and gratitude of this division.

Resolved, That we, the members of Monon Division, No. 89, Order of Railway Conductors, do hereby extend to Mr. Charlton our earnest thanks for the kind and courteous attention given our brother.

Resolved, That a vote of thanks is also tendered Brother C. H. Loomis, Train Master, at Pine Bluff, Arkansas, for his acts of kindness shown Brother Cook during the affliction of his wife.

Resolved, That a copy of these resolutions be sent to Brother Cook, one to Mr. Charlton, and one to Brother C. H. Loomis, and that they be published in the CONDUCTORS' MONTHLY.

H. W. ADKINS,
T. W. KALHUR,
H. S. REARDEN,
Committee.

Blackburn, Clara—Thursday night last, about 11 o'clock, Clara, daughter of Mr. and Mrs. N. W. Blackburn, died of membranous croup, after an illness of only a few days. She was 5 years, 8 months, and 9 days old.

Funeral services were held at the Baptist Church, Sunday afternoon, conducted by Rev. Finch, assisted by Rev. Wones. Little Clara was a member of the infant class in the Baptist and Methodist Sunday Schools, and the singing was by the members of the two classes. Georgie Lowther sang a solo, "Beautiful Hands," in clear, sweet tones. She was assisted by the class in the choros. The little ones sang splendidly, and it was quite touching indeed, as she had been one of them. Internment took place in the North Cemetery.

The church was crowded. The altar was beautifully decorated with plants and flowers. Very handsome floral tributes were sent by friends.

Clara was a bright, intelligent child, and will be sadly missed by the parents and friends. We extend our sympathy to the bereaved family in this their hour of sadness.

Jesus called, and little Clara,
Closed her eyes to all below,
And with spirits bright from Eden
To His loving arms did go.

Do not weep—she's only waiting,
Over on the other shore,
Basking in the love of Jesus,
With the one who went before.

Sweetly rest her happy spirit,
As she sings the song of love,
With the bright angelic beings,
In that glorious land above.

You may drop the tear of sorrow,
As you think of severed ties—
Of the loving one who left you;
And that death has now bereft you,
But you'll meet in paradise.

Cooley, Bennie—Died Aug. 7th 1888, aged 5 years, 4 months and 27 days.

Cooley, Frankie—Died Aug. 12th, 1888, aged 2 years, 2 months and 22 days.

At the regular meeting of Division 182, Order of Railway Conductors, held October 8th, the following were adopted.

WHEREAS Our worthy Brother, C. B. Cooley and wife have lost two sons, by that dread disease diptheria, and,

WHEREAS, It is with painful regret that we learn that Almighty God has seen fit to remove from earth by death's relentless hand, the two beloved children of our worthy brother and wife, therefore be it,

Resolved, That the members of Wolverine Division sympathize with our brother and his wife in this sad hour of their bereavement, and commend them to Him who orders all things for the best, and be it further,

Resolved, That a copy of these resolutions be spread on the records of this division, printed in the CONDUCTORS' MONTHLY, and that a copy be sent to our brother.

I. D. WELCHER,
LOU HICKMAN,
Committee.

Mitchel, Hazel—Died June 10th, 1888, aged 2 years, 3 months.

At the regular meeting of Div. 182, Order of Railway Conductors, held Oct. 8th. the following were adopted.

WHEREAS. It has pleased God to remove from the home circle of our worthy Brother, Geo. H. Mitchel and wife, their dear child Hazel, and

WHEREAS, While we bow submissively to his divine will, we feel that our brother and his wife have sustained a severe loss, therefore be it,

Resolved, That the heartfelt sympathy of this division be extended to them in this their hour of sorrow, and be it further,

Resolved, That in token of our respect for our brother and his wife, that these resolutions be spread on the records of this division, printed in the CONDUCTORS' MONTHLY, and that a copy be presented to them.

E. K. CHAPMAN,
F. MILLARD,
Committee.

Trigg, C. W.—At a regular meeting of Montgomery Division No. 98, O. R. C., held in their hall, Saturday evening November 3rd, 1888, the following preamble and resolutions were adopted.

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to take from scenes below to joys above our beloved Brother, C. W. Trigg, therefore be it,

Resolved, That in his death we have as individuals lost a faithful friend, and our Order, a true, useful and devoted member,

Resolved, That no man among us, was more devoted to his duties, to his employes and illustrated the high qualities which ever marked the true man in every relation in life

Resolved, That as a testimonial of our regard for him these resolutions are adopted, and it is hereby ordered that a copy be engrossed, and sent to the family of our deceased brother to the CONDUCTORS' MONTHLY and to the Montgomery Daily papers for publication.

G. W. Ely,
J. S. Callihan,
J. R. Adams,
J. R. Gallithon.

Committee.

Case, Dallas—At a special meeting of Mason City Div. No. 22, Sanborn, Iowa, Sept, 16th, a committee was appointed to draft resolutions of respect to the memory of our late Brother Dallas Case, who died at Mason City, August 8th, 1888, of Paralysis of the brain. Accordingly the following has been prepared.

WHEREAS The Supreme Chief Conductor has seen fit to call home our beloved Brother Dallas Case, it is fitting that we give public expression of our regard for the deceased whose loss we mourn, while we bow in submission to *His* will, therefore be it,

Resolved, That in the death of Brother Case the community has lost an honest and upright citizen, and the division a member whose life was full of noble and generous deeds.

Resolved, That we extend to the relatives who mourn our sympathy in this hour of their affliction.

Resolved, That these resolutions become a part of our records and a copy thereof be sent for publication in the CONDUCTORS' MONTHLY.

GEO McCULLOW,
C. E. FOOTE,
G. H. KLEM,
Committee.

Carrey, Thos. W—At a regular meeting of Boston Division 122, O. of R. C., the following resolutions were unanimously adopted.

WHEREAS, It has pleased God to call our esteemed Brother Thos. W. Carrey, who was killed in the discharge of his duties, and

WHEREAS, The intimate relations long held by the deceased with the members of this division render it proper that we should place on record our appreciation of his services as a conductor, and his merits as a man, therefore be it,

Resolved, That while submitting with humility to the will of the Supreme Conductor of the Universe, who doeth all things well. We none the less mourn for our brother so suddenly called.

Resolved, That to his stricken family we tender our heartfelt sympathy in their bereavement.

Resolved, That Boston Division 122, has lost a valued member, always zealous in the discharge of his duties as a railway conductor, ever ready to serve a brother and whose qualities of heart and mind endeared him to his host of friends, and genial ways made him general favorite with his associates.

Resolved, That our charter be draped in mourning for sixty days, and that these resolutions be placed upon our minutes, a copy sent to the CONDUCTORS' MONTHLY and also a copy suitably engrossed sent to the family of our deceased brother.

C. D. BAKER,
PHIL MORRISON,
H. W. MASTERS,
Committee.

Benson.—At a regular meeting of Topeka Division, 179, held Sept. 2d 1888, the following resolutions were adopted.

WHEREAS, God in his infinite wisdom has seen fit to call to his arms the only child of Brother and Mrs. N. M. Benson.

Resolved, That while we most deeply deplore the loss sustained by our brother and his esteemed wife. Yet we bow with resignation to the divine will.

Resolved, That we humbly offer to our brother and his wife our sincere and heartfelt sympathy in this their sad bereavement.

Resolved, That these resolutions be added to our minutes and a copy of them be sent to the family and the CONDUCTORS' MONTHLY.

A. D. FULTON,
C. D. FELLOWS,
GEO. COLBERT,
Committee.

Dane, Payton D.—At the regular meeting Sept. 16th, 1888, the following resolutions were adopted.

WHEREAS, In his infinite wisdom, God has removed from our midst, Senior Conductor, Payton D. Dane.

Resolved, That in his death Division No. 48 lost a valued member.

Resolved, That we tender our sympathy to his widow and family,

Resolved, That the charter be draped, also the Senior Conductor's chair for thirty days, and these resolutions be spread on the minutes of the meeting and a copy given the widow of our deceased brother, also published in the CONDUCTORS' MONTHLY.

CHAS. A. SPERRY,
F. H. JONES,
JAS. FLYNN,
JNO. HOWARD,
Committee.

Clark.—At a regular meeting of Providence Division, No. 151, Order of Railway Conductors held at Providence, July 23d, 1888, the following resolutions were adopted

WHEREAS, It has pleased the Great Ruler of the Universe to remove suddenly and unlooked for by death, the kind and loving wife of our esteemed Brother, Henry H. Clark, therefore be it.

Resolved, That we as brothers of this division most sincerely sympathize with our brother who has been so suddenly bereft of a kind and loving wife, and we as brothers of this division extend to him our heartfelt sympathy in this his hour of trial

Resolved, That these resolutions be entered upon the records of this division, and published in the CONDUCTORS' MONTHLY, and a copy sent to our esteemed Brother, Henry H. Clark.

JOHN W. BROWN,
JOSEPH ABBOTT,
THOS. RECKHAM,
Committee.

Riddell, Benj.—**WHEREAS**, It has pleased the Grand Chief Conductor of the Universe to call from labor our beloved Brother, Benj. Riddell, who died at Logansport, Indiana, Sept. 1888.

WHEREAS, It is befitting for us on this occasion to offer our tribute of respect to our departed brother, and words of condolence to his family,

Resolved, That we extend to the bereaved relatives of our deceased brother, our profoundest sympathy in this, their hour of trouble and sorrow.

Resolved, That our charter and regalia be draped in mourning for thirty days.

Resolved, That the thanks of Logan Division, No. 110, be tendered Messrs. Isaac Shidler and H. C. Cushman, and the ladies and public in general for kindly services rendered,

Resolved, That a copy of these resolutions be furnished the CONDUCTORS' MONTHLY and spread on the minutes of the division.

WM. T. BROWN,
L. M. DOOLEY,
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